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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

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THAT MINIMUM FREIGHT RATE PROJECT.

Mr. A. A. Parker of Detroit, who is chairman of the committee appointed at the recent meeting of the executive committee of the Lake Carriers' Association to take up the question of freight rates with shippers, is figuring on calling the members of the committee together early next month. Mr. Parker is confident that a plan can be formulated that will carry and be satisfactory to shippers as well as carriers.

Mr. Parker in notifying the members of the committee of their appointment, gives his views on the subject. In his letter to the members of the committee Mr. Parker says: "The rates most discussed at the meeting were on coal and ore, and a rate of 30 cents on coal to the head of Lake Superior, and 70 cents on ore seemed to meet with more favor than any other. Some members of the association seem to be afraid that a scheme of this kind cannot be carried out, for the reason that certain vessel owners are also shippers, and that other owners are closely related to shippers who favor them with cargoes, which is no doubt true, but I cannot see where a minimum rate would disrupt any of these arrangements. One friend would still continue to favor another by giving him business, but it would stop this way of outsiders bidding a lower rate, or in fact, making a lower rate for a friend to carry cargo at.

"Then another suggestion from a shipper was that there should be a maximum rate, that it should not go over, say 40 cents on coal, and 85 cents on ore. Now this could not be done. If the grain rates should go up so it paid better than the maximum rate of these freights, whose boats would carry the coal and ore? Another thing shippers of ore should say, I only have to pay 85 cents on my ore, and I will wait until fall before I move it, instead of putting money into freights in the summer time, as they do now. In reply to this, I would say that the coal and ore shippers could contract their freights to run through the season to Nov. 1, as they do now, and they could get all the tonnage they wanted at 30 cents on coal, and 70 cents on ore to run until Nov. 1. Every vessel owner I have talked with would take a contract of this kind for a portion of his tonnage, and if he wanted to speculate, thinking rates would be higher, he could keep out a portion; so the shipper would have the same opportunity of covering his freight to run through the season as now, and know just what the cost would be, the same as in years gone by.

"My own opinion is that this project can be carried out just as easily as any other of the issues the Lake Carriers have taken hold of and carried out successfully. All we have to do is to be honest with ourselves and one another, and we can all get these rates, and every vessel owner will carry during the season, just as many cargoes as he would at former rates."

Ore men have given the matter very little attention as yet,

but it will no doubt be taken up when meetings are held for the purpose of arranging for next year's business, which from present indications will open up earlier than usual.

Some of the big coal and ore shippers do not agree with Mr. Parker, and say that there is no chance of anything being accomplished by the plan mapped out by him. They say without a maximum rate the benefit of such a plan would all be on one side. Shippers will certainly not go into the scheme unless they have some say about fixing the rates. While vesselmen are all anxious to have something done to keep rates at a point where a little money can be made, their views on how it should be done differ. Most of the owners are in favor of going in with the shippers, while others say that a combination to amount to anything will have to be made up entirely of vessel owners. A meeting of the minimum freight committee will probably be held next week.

ANNUAL TRAFFIC THROUGH ST. MARY'S FALLS CANAL.

A year of unprecedented growth in Lake Superior commerce was the season of 1897, during which 18,982,755 tons of freight passed through the two great ship canals of Sault Ste. Marie, Michigan and Ontario, the estimated value of the commodities carried being approximately \$250,000,000. These commodities were carried by craft with an aggregate registered tonnage of 17,619,933. The increase in commerce during the past season is remarkable. The banner year in canal history, 1896, when 16,239,061 tons of cargo passed through the canals, was exceeded by 2,743,694 tons, the largest increase in any one year since the great waterways were constructed around St. Mary's Falls. It was more than three times the volume of commerce passing the canals in 1887, a decade ago, when 5,494,649 tons of freight went through, and more than double that of 1891. Aside from April, the opening month, and December, when the canals closed, the monthly traffic exceeded 2,000,000 tons, and frequently exceeded the total traffic of 1882, which amounted to 2,029,521 tons. Nothing could more strikingly show the magnitude and rapidity of growth of the Great Lakes commerce. The increase in registered tonnage over 1896 was 370,515. The number of passages was 1,444 less, owing to the greater carrying capacity of the vessels since the deepening of the channels. The canals were open 238 days this year. The following is a tabulated statement showing the various items of cargo carried, the amount of each and a comparison with the traffic of 1896:

ITEMS.	SEASON.		In-crease.	De-crease.
	1897.	1896.		
Copper, net tons.....	122,324	116,872	5,452	
Grain other than wheat, bu.....	20,889,688	27,448,071		6,558,383
Building Stone, net tons.....	6,249	17,731		11,482
Flour, barrels.....	8,921,143	8,882,858	38,285	
Iron ore, net tons.....	10,633,715	7,909,250	2,724,465	
Manuf'd and pig iron, net tons.....	135,162	121,872	13,290	
Lumber, ft. B. M.....	805,612,000	684,986,000	120,626,000	
Silver ore, net tons.....	5	240		235
Wheat, bushels.....	55,924,306	63,256,463		7,332,157
Unclassified freight, net tons.....	579,003	520,851	58,152	
Coal, net tons.....	3,039,172	3,023,340	15,832	
Salt, barrels.....	285,449	237,515	47,934	
Passengers, number.....	40,213	37,066	3,147	
Passages, number.....	17,171	18,615		1,444

During the 14 days of traffic in December, 6,076,433 bushels of wheat and 1,458,124 bushels of other grain were carried through, the total freight amounting to 432,959 tons, a record breaker for the month of December.

LIGHT-HOUSE TAX ON FOREIGN VESSELS.

The question of the assessment of light-house dues against foreign vessels entering the ports of the United States is now receiving the attention of leading shipping interests in this country. It is not improbable that during the present session a bill will be introduced in Congress having for its object the imposition of such dues. The records of the Treas-

ury Department show that the expenditures of the United States for the benefit of navigation amount to about \$20,000,000, of which \$3,500,000 is for the maintenance of the light-house establishment. The benefits to foreign shipowners of this heavy expenditure is said to be several times greater than those enjoyed by American merchantmen.

THE EARLIEST AND THE LATEST OF IRONCLADS.

Before the Contemporary Club of Philadelphia, of December 14th, Mr. Charles H. Cramp delivered an address of great interest on "Naval Armaments at the close of the Eighteenth and the Nineteenth Centuries." We subjoin a few extracts:

My familiarity with the subject of battleships commenced when, as a very small boy, I witnessed, at the old Philadelphia Navy Yard, the launch of the last and greatest American battleship of the sailing era, the 120-gun three-decker Pennsylvania.

When iron was introduced the falling off in the character of the design and professional technique was something fearful. The new ships lacked that something in their make-up that impressed one when the old battleship, the old frigate, the sloop-of-war, the Liverpool packet, and the China and California clipper appeared in view. From that point of view my career as a designer and builder of battleships may be said to have begun with the New Ironsides, which marked as long a stride from the old three-decker as the modern twin screw, mastless steel battleship marks from the Ironsides herself.

The first and the latest sea-going battleships built and delivered to the government by Cramp were the New Ironsides, built in 1862, and the Iowa, built in 1897. Each represented, or represents, the maximum development of its day. The New Ironsides had one machine—her main engine involving two steam cylinders. The Iowa has 71 machines, involving 137 steam cylinders.

In the Iowa it may always be said that nothing has to be done by hand. Her guns are loaded, trained and fired, her ammunition hoisted, her turrets turned, her torpedoes ejected, the ship steered, her boats hoisted out and in, the interior lighted and ventilated, the great searchlights operated and orders transmitted from the bridge or conning tower to all parts by mechanical appliances.

HOW SEAMEN VOTE IN NORWAY.

Some interesting particulars with regard to this subject are given in the Norsk Skibsforening Tidende for October. Norwegian seamen, it appears, are now entitled to vote before leaving their country if the polling day is within three months of their departure, or they can vote at a foreign port within the same time by having their votes registered and sent home through a Norwegian Consul or through a notary, if they are not on board a Norwegian ship. If on board a Norwegian ship where there are not less than four of the crew entitled to vote, then the captain and two of them are to administer the polling. It is not absolutely necessary to vote for named persons. Votes may be given for liberal and conservative candidates. Seamen who would vote must provide themselves with a proxy form, to be obtained from a registrar of voters in Norway.

RETALIATORY MEASURES.

The increased lumber tariff has borne its expected fruit in the introduction of a measure into the Ontario Parliament, providing that every license for the cutting of timber on crown lands issued after April 30th next, shall provide that the timber must be sawed into lumber in Canada. As this bill is said to be sure of enactment, it will put an end to Michigan lumber barons rafting Canadian timber across the lakes and will raise the price of lumber still further to the American consumer.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to The Marine Record.

The Goodrich Transportation Company intend to build a new tug of larger dimensions than their tug Arctic.

Engineer Henry Chalk has recovered from his illness and was able to take charge in the engine room of the steamer City of Duluth on Monday.

At the Chicago Ship Building Co.'s ship yard the steamer Marina is in dock receiving several new bottom plates and frames. The steamer S. R. Kirby was in for searching up and calking.

Capt. Thos. P. Dunn, of the Wisconsin & Michigan Car Ferry Co.'s steamer L. M. Fischer, went home to Milwaukee Friday, after laying up the Fischer at South Chicago. He had a very successful season running between Peshtigo and South Chicago.

The Independent tug line towed the steamer City of Bangor to South Chicago on Monday. They have also towed during the past week the following vessels to elevators to load grain: Steamers Hesper, Penobscot, Jesse Farwell; barges Algiers and Michigan.

At Miller Bros.' shipyard the steamer W. P. Ketcham is in dock for a piece of new keel, two new bottom planks and a new wheel; the steamer J. Emory Owen is in for four new bottom planks and calking butts; the tug Geo. B. McClellan was in for stopping leaks and calking.

Capt. Edward Evans, of the Wisconsin & Michigan Car Ferry Co.'s steamer J. C. Ames, returned home Wednesday after laying up the Ames at South Chicago. The Ames has been running between Manitowoc and St. Joseph since September last, and has had a very successful season.

Dan C. Deegan, the well known vessel supply man at 24 Rush St., Chicago, is about to remodel his store, at which he intends in the future to carry a supply of first-class groceries as well as meats of all kinds, and he hopes by this addition to his meat market business to retain his old customers and gain many new ones.

The following vessels are laid up at the Chicago Ship Building Co.'s yard at South Chicago, for docking and repairs: Steamers, Mariposa, Selwyn Eddy, S. R. Kirby, E. C. Pope, Marina, Frontenac, Merida, I. W. Nicholas, New Orleans, City of Bangor and U. S. light-house tender Dahlia; schooner and barges Australia, Magna, Marcia, Tasmania.

The Dunham Towing & Wrecking Company towed the following vessels to the elevators to load grain. Steamers, City of London, William Edwards, Helena, Iroquois, John Mitchell, John Oades, Geo. N. Orr, A. A. Parker, T. W. Palmer, Samoa, Shenandoah, Yale, W. H. Gratwick No. 1; barges, Adriatic, J. J. Barlum, Crete, C. H. Foster, B. W. Parker and Waudena.

Chief Engineer Charles Fox, of the steamer Mahoning, Henry Jordan, of the steamer Starucca, will leave here Thursday for Buffalo, and Andrew Carter, of the steamer Senator, leaves on Wednesday for Detroit. They hope to spend a happy New Year's day with their relatives and friends after their long season's toil.

The Marine Engineers' Beneficial Association will give their twenty-third anniversary reception and ball at the Medinah Temple, corner Fifth avenue and Jackson street, Wednesday evening February 2d. The Engineer's ball has always been a success heretofore, and the members invite all their old friends and as many new ones as possible to patronize this one and make it the most successful of all.

The Goodrich Transportation Company's steamer Atlanta is at Burger & Burger's shipyard at Manitowoc receiving new bulwarks from the main deck up; also general repairs to her hull and machinery. The work of lengthening and rebuilding the company's steamer City of Ludington, in Burger & Burger's dry-dock is proceeding steadily, and when she goes out of dock the steamer Indiana will go in and be lengthened amidships.

Grain freights to hold for winter storage and delivery at Buffalo in the spring were offered by shippers and taken by some owners this week at 2½ cents on corn. That amount is less than the cost of elevator storage until next May, and taking into consideration that very large quantities of grain are arriving here daily, and that the storage capacity of the elevators will not hold out much longer, vessel owners should see to it that they get something for carrying the grain and not be too anxious to take the figure at present offered.

The stocks of grain in Chicago elevators on last Saturday evening were 9,908,000 bushels of wheat, 17,936,000 bushels of corn, 1,576,000 bushels of oats, 609,000 bushels of rye and 812,000 bushels of barley. Total, 30,841,000 bushels of all kinds of grain, against 25,058,000 bushels a year ago. For the same date the secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada is 36,616,000 bushels of wheat, 38,150,000 bushels of corn, 12,772,000 bushels of oats, 3,710,000 bushels of rye and 4,780,000 bushels of barley. These figures are larger than the corresponding ones of a week ago by 1,051,000 bushels in wheat, smaller by 389,000 bushels in corn and smaller by 1,611,000 bushels in oats. The visible supply of wheat for the corresponding week of a year ago decreased 720,000 bushels.

BUFFALO.

Special Correspondence to The Marine Record.

Mr. Henry G. Trout has libeled the steamer Leland and her freight for a repair bill amounting to \$477. The case will be for hearing in Utica on January 4th.

The Lake Erie Engineering Co. submitted bids a few days ago for half a million dollars worth of pumping machinery

to be installed at the Cincinnati water works. It can also be stated that the important local industry outbid its competitors and I trust will secure the contract.

It appears that Manager Gordon, of the Great Lakes line, is well pleased with the advances he has made, and is especially favorable to chartering steamers. It is expected that he will, next season, absorb the package freight business which the steamers Ira Owen and Parks Foster undertook to carry between Chicago and Fairport for the Baltimore & Ohio Railway.

Marine men here generally join in the opinion expressed west that elevating rates are bound to come down next spring. As to the further maintenance of a pool, that is a matter of speculation, though there is not much doubt of an effort to combine in some way. The effort to obtain better rates on grain from Buffalo to New York this winter continues, but with no assurance of success. It is the enormous advance over the summer rate that has always kept the elevators empty every winter.

Capt. Frederick L. Pope, who for some years has been assistant inspector of hulls at this port, on Christmas day received his appointment as inspector of hulls. His position was made vacant by the recent death of Captain E. M. Marion. The position of assistant, held until now by Capt. Pope, will be filled from the civil service line. As there is no one at present eligible for the place, an examination will be held in February. The inspector of hulls receives \$2,250 a year and his expenses.

The Western New York canalboat men held a meeting in New York this week to organize and formulate plans for their own protection. Under the present arrangement the canalboat men are compelled to pay a commission of 5 per cent. to middle men at this port on all the western-bound cargoes, which, under the rates now existing, practically eats up the profit. It is desired to do away with this system. Other meetings will be held next Monday in this city and New York, and the canalboat men hope to have a plan ready to put into operation with the opening of the canals in the spring.

CLEVELAND.

Special Correspondence to The Marine Record.

The local Lodge of the Shipmasters Association will hold their annual reception and dance at the Grays' Armory, on Wednesday evening, January 12. From the formidable list of committees, containing as it does 150 names, divided into 11 committees, the sailors intend to see that everything goes ship shape from start to finish. The music committee, however, contains 13 names and this is almost as bad as a Friday break. The committees are as follows:

Executive committee—Captains Clinton G. Ennes, Richard Neville, W. A. Collier, John N. Smith, Ralph Bryns, Thomas Jones, William Gerlach, Henry Stone, Albert Greenley, Claude M. Ennes.

Reception committee—W. A. Collier, chairman; Captains B. Nelson, T. Wilford, C. E. Benham, J. W. Moore, A. C. Chapman, Wm. Cummings, F. H. Brown, G. B. Mallory, W. W. Brown, E. Morton, J. A. Holmes, George P. McKay, J. Mitchell, J. Ward, W. H. Singer, J. H. Storer, T. C. Ellis, John Lowe.

Floor and promenade committee—Captains Claude M. Ennes, chairman and director; C. H. Woodford, F. A. Fick, R. McDowell, C. H. Wallace, Wm. Ames, C. Hinslea, J. LaFramboise, Samuel Allen, W. P. Benham, R. C. Pringle, R. J. Walder, W. H. Wallace, Benson Fox, W. J. Hunt.

Committee on music—Captains Ralph Bryns, chairman; R. L. Lyons, B. H. Jones, L. H. Waterbury, A. C. Geisendorfer, J. Steible, W. E. Chilson, B. Cowley, F. A. Pitcher, J. C. Thompson, D. J. Girardin, Wm. Patterson, J. H. McLeod.

Committee on banquet—Captain John N. Smith, chairman; Captains E. Mooney, W. E. Morris, J. Denville, H. Rogers, A. Oldorf, Louis Stone, Emil Detlefs, E. T. Rattray, John Wysoon, Charles Miner, Charles Cleveland, D. Nicholson, C. T. Morley, Wm. Megarvey.

Committee on comfort and order in ball room—Captain Richard Neville, chairman; Captains A. C. Reimers, C. W. Brown, N. E. Hoover, E. F. Cleveland, S. N. Murphy, H. Cummings, J. McKeegan, C. C. Allen, F. W. Stenton, John McNeff, C. B. Tower, J. D. Mullen, P. Dowdell, W. H. McNalley, C. N. Deott, Carlton Graves.

Committee on decorations—Captains B. Gray, H. Eldredge, R. Call, T. Sloan, F. Reil, J. Lundy, A. Peterson, E. Reimer, O. Olson, W. Goodsell, W. Carlross, A. Lalond, W. S. Hoag, J. Saunders.

Committee on invitations—Captains L. Stough, M. H. Murch, W. H. Humphrey, J. S. Morrison, W. H. Johnson, John Coulter, Thomas Delargie, D. H. Mallory, C. L. Montague, C. B. Chapman, Wm. Young, C. L. Hutchison, Charles Benham, P. Cronley.

Committee on finance—Captain Wm. Gerlach, chairman; Captains J. L. Weeks, C. D. Miller, G. A. Bell, W. P. Wheeler, E. P. Speer, G. B. Broet, C. A. Peterson, L. Lamphier, R. Jolley, J. W. Morgan.

Committee on printing—Captain Clint G. Ennes, chairman; Captains P. Howell, J. C. Whetstone, W. W. Morse, W. G. Sleekford, J. Anderson, J. D. Peterson, A. H. Hawgood, C. W. Lockwood, M. E. Hetric, S. M. Atwood.

Committee on hall—Captain Thomas Jones, chairman; Captains S. A. Gilmore, C. E. Rae, J. Lampoh, F. E. Ingraham, J. W. Post, James Stone, T. D. Gibson, H. Peterson, Charles Ahlstrom, Wm. Ferguson.

The Cleveland Rolling Mill Co. hold their annual meeting at their offices in the Western Reserve Building on January 19th.

Mr. W. C. Richardson announces that the annual meeting

of the stockholders of the Richardson Transportation Company will be held at the office of the company at Rocky River, on Wednesday, January 5.

The award for the construction of a steel tug to be used in Buffalo harbor has been made to the Craig Ship Building Co., of Toledo, on a bid of \$11,970. The tug is to be completed by April 15.

Ore men, furnace and mine owners are already figuring on the cost of next season's production, but it is thought that there will be a good deal of preliminary sparring before they get down to positive figures and a unanimous agreement.

Mr. Robert Logan left the city on Tuesday night for Kingston, Ont., where he will hold a survey on the Clyde-built steamer Rosedale, recently stranded on Charity Shoal, St. Lawrence River, and later successfully floated and towed into Kingston by the Donnelly Wrecking and Salvage Co. of that port.

Harbor No. 42, American Association of Masters and Pilots, elected officers at their second meeting held last night at No. 94 Superior street. C. A. Benham was elected captain, John Merville was made first pilot, Fred Hale second pilot, S. W. Gould purser, C. A. Benham delegate to annual convention at Washington, Harry Denville captain's clerk, Frank Place, H. Denville, and W. Somerville trustees.

On Wednesday evening, Dec. 29th the large schooner Aurania, one of the Corrigan fleet arrived at this port from Fairport, to go into winter quarters. The Aurania has been carrying cargo from Toledo, and the steamer Aurora whose consort she has been this summer carried the last cargo of coal from Lake Erie to Lake Michigan. It is noteworthy that the Corrigan boats are kept at it early and late. They are well manned, found, and equipped, and must do their work blow high or low, rain or shine, ice or no ice. Messrs. James and John Corrigan are aggressive business men, and not hampered with any old fogey ideas regarding the handling of vessel property.

In reorganizing the officers of the Ship Owners Dry Dock Company the new stockholders elected the following officers: Luther Allen, president; Captain George Stone, vice president; R. L. Ireland, treasurer; O. J. Fish, secretary; Gustav Cold, assistant treasurer and assistant manager. The directors are Messrs. H. M. Hanna, L. C. Hanna, Luther Allen, O. J. Fish, R. L. Ireland, George Stone, and R. L. Newton. Much satisfaction is expressed by those who have done business with the dry docks under the former management at the retention of Mr. Gustave Cold in practically his former position, as he invariably gains the good will and esteem of all with whom he is brought into contact.

The fleet of the Wilson Transit Line is now all snug in winter moorings after a very successful season's work. The Olympia, I believe, was the last boat to leave Buffalo, and the fine new steel steamer W. D. Rees the last loaded steamer to leave Cleveland for Lake Superior, having a cargo of 5,037 tons of coal at a 75 cent rate. As usual this line secured a couple of excellent Port Arthur grain charters at the wind-up of the season and the result no doubt showed on the right side of the ledger. The Wilson Transit Line under the able management of Capt. Thos. Wilson, has been recognized for years as one of the best handled fleet engaged in the lake trade and each season but increases the prestige afloat and the business reliability of the company on shore. It is also well known that the men sailing in the Wilson fleet are treated squarely and the uniform discipline observed on board all of the steamers redounds to the comfort of the crews.

DETROIT.

Special Correspondence to The Marine Record.

Large repairs are to be made here this winter on the steamer City of Rome.

The steamer Christopher Columbus was fined \$400 last fall for running at too high a speed between the Dark Hole and Dyke, in the "Soo" river. Instructions have now been received to remit all but \$20 of the fine.

The big tug, Protector, owned by Capt. James Reid, has been engaged by the Flint & Pere Marquette railroad to assist the company's steamers through the ice whenever necessary during the winter. The tug will be stationed at Ludington.

A diver has examined the injuries sustained by the steamer J. C. Gilchrist, which recently sank at Gladstone, and found that the ice had made three holes in her, the largest three feet long and the other two a foot square. The tug Swain pumped her out after the holes were patched.

At a meeting of Detroit Lodge, No. 7, Ship Masters' Association, held this week, the following officers were elected: President, Capt. A. J. McKay; first vice president, Capt. H. C. McCallum; second vice president, Capt. Wm. Roach; treasurer, Capt. Hiram Still; financial secretary, Capt. C. L. Wilson; Marshall, Capt. Jas. Watt; warden, Capt. Wm. McLean; sentinel, Capt. Henry Berlin.

The Milwaukee Evening Wisconsin says in a recent article: One local owner figures that his property earned at least 5 per cent. on its insurance valuation, or about 10 per cent. on what he considers its actual market value at present, although there is apparently no market for it. Another owner claims that the earnings of vessels of 2,500 tons carrying capacity have been about 3 per cent. on their insurance valuation, or 6 per cent. on a suppositious market value, and this he considers a fair result for one of the most unsatisfactory seasons ever experienced on the lakes. In regard to the steel steamers and towbarges carrying anywhere from 4,500 to 6,000 tons it is learned from outside sources that they have earned about 6 per cent. upon the capital invested in them.

That Capt. James Davidson, of West Bay City, is an experienced shipbuilder, owner and manager is evidenced from

his handling his wooden steamers, Venezuela which arrived all well at Milwaukee with coal from Toledo, Dec. 23, while at the same time the Appomattox was in the Straits of Mackinac with the powerful tug Swain in company to render assistance at ice breaking if found necessary. Capt. Davidson is one of the old school that went aboard through the hawse-pipe and gallantly worked his way aft and finally ashore. He need not take a back seat from any talent engaged in the practical work with which he busies himself, and he is in it too, actually, practically and personally from start to finish.

Writing of the old rules to be again enforced at New York whereby incoming passengers will not be allowed to salute their friends until they have passed the customs examination, on the plea of preventing smuggling and saving time, the Detroit Journal says: "What's the matter with the custom house authorities in New York anyhow? Do they think they can run an absolute monarchy within a great and glorious republic? When they can stop a young American from kissing his best girl or a young American girl from kissing her best fellow when they are parting on the pier or when they meet on the pier, we will be a nation of groveling slaves, fit only for Mexican annexation or Spanish conquest. We know our people and we know they won't do a thing but go down to that pier in droves and kiss for spite." There seems to be a whole lot of truth as well as a moiety of poetry in the Journal's positively pertinent remarks.

FLOTSAM JETSAM AND LAGAN.

Packer.—"That sailor's chorus was awful! What was the matter?" Stage Manager.—"The tars couldn't get the right pitch."—Philadelphia Record.

Germany, according to the Nautical Magazine for December, now holds the record for the largest steamer, the largest sailing ship, and the largest tonnage controlled by one company.

Arthur Sewall & Co., Bath, Me., have laid the keel of the steel ship they will build for their own account. The dimensions are: Length, 312 feet; breadth, 45½ feet; depth, 25½ feet; gross tonnage, 3,004.80; net tonnage, 2,855.79.

Plans are being made for lengthening the Canadian steamers Sir S. L. Tilley and Seguin during the winter. It is proposed to add 60 feet to the Tilley, which will make her full Welland canal length, 260 feet. The iron steamer Seguin, which is 200 feet long, is to be lengthened about 40 feet.

The westbound traffic of the car ferry steamer Pere Marquette between Ludington and Manitowoc this winter consists principally of coal. Shipments are being made by the Pennsylvania & Ohio, Chesapeake & Ohio, the Ohio and also the Northwestern fuel companies.

The great floating dock which sank in Havana harbor recently, cost the Spanish government over \$1,000,000. Spanish engineers charge fraud against the English builders, while others suspect Cuban conspirators of the act, a difficult one, indeed. Two hundred men have been at work unsuccessfully trying to raise it.

Word comes from Negaunee, Mich., that the Queen mine closed down on Monday for an indefinite time, throwing 250 men out of employment. In case the company can induce fee owners to reduce the royalty operations will probably be resumed, otherwise nothing will be done until the shipping season opens in the spring. The royalty at present is 25 cents per ton.

The first engine to cross the new Lake Shore swing bridge at Ashtabula harbor made the trip on Monday afternoon. The completion of this bridge means much to the future of Ashtabula, as it makes room for dredging the channel further up the river, thus necessitating in time new docks. This bridge is one of the largest railroad bridges in the United States and was constructed at a cost of about \$300,000.

Five of the members of the Ludington and Big Point Sable life-saving crews have received notice from the department that they will not be re-engaged next season. No reason is assigned for this refusal to re-engage except in the case of R. B. Tyler, who is alleged to be old and physically incompetent. The names of the five men are Pete Carlson, George Palmer and R. D. Tyler at Ludington, and surfmen Benson and Diekman at Point Sable.

Capt. E. B. Graham will build a steamboat at Fish Creek this winter to replace the steamer Rumbell, which he engages in the coastwise trade on Green Bay. The new boat will be 126 feet keel length and her beam and depth of hold have not as yet been decided upon, but will in all probability be in the neighborhood of 25 feet and of light draft. Wallace Hill is the designer and builder and the boat will be in readiness early in the fall of 1898. A new fish tug will also be built this winter on builder's account.

The Sturgeon Bay Advocate has the following in a recent issue: At Manistique last week a dock walloper fell into the river while at work loading the Canisteo. As he struck the water he fainted away. His companions hauled him out and carried him to the fire hold of the vessel for the purpose of warming him up. When he regained consciousness the first thing he saw was the roaring fire boxes and the ghostly looking men about him. Appealing to the most satanic looking fellow, he said, "Mr. Devil don't put me in the fire now."

The Barnett & Record Co. now has ore dock construction work at Duluth and Two Harbors to the value of \$300,000, and there is one other contract to be awarded soon for improvements to cost \$50,000 on the Duluth, Superior & Western dock on Allouez bay. There is no part of the world where such extensive improvements for the handling of iron ore by docks and railroads is in progress as in the Duluth district. The Barnett & Record Co. has entered into a final

contract with the Duluth, Missabe & Northern Co. for constructing the proposed extension to No. 2 lock. The Missabe extension will cost about \$100,000, while the Iron Range dock will cost \$200,000.

In 1893 the steamer Wocoken foundered on Lake Erie, and 14 persons were drowned, including Capt. Albert Meswald and wife. The captain left an estate, and the question arose in court as to whether he or his wife died first. An uncle of Meswald, at Marine City, Mich., claimed the estate, but Judge White, of Cleveland, last week turned it over to Henry Marks, Michigan administrator. According to the French law in such a case the woman is supposed to die first unless there is positive evidence to the contrary.

The passenger steamship Miami, which is now receiving her finishing touches at Cramps' shipyard, has been built and equipped within six months. It was only June 20 last that the contract was signed, and 15 days later the keel was laid, so that actually her construction has occupied less than six months. Yet she is a vessel of 1,150 tons displacement, with a collective horse-power in the neighborhood of 1,600 and stateroom accommodations for 150 passengers. She was built for Henry G. Flagler and will ply between Miami, Fla., and Nassau, Bahama Islands.

The Public Works statistics of traffic on the canals of New York state during the year 1897 show that the total tonnage for the season was 3,617,804 tons, as compared with 3,714,894 tons for the season of 1896, a falling off of 97,090 tons. The amounts in tons of the more important items of freight carried during the past season follow: Board and scantling, 643,494; timber, 32,868; wood, 57,777; wood pulp, 153,298; flour, 3,206; wheat, 180,035; (6,001,167 bushels); rye, 66,387; corn, 312,776; barley, 100,337; oats, 50,345; pig iron, 67,347; salt, 64,694; sugar, 41,421; anthracite coal, 520,784; bituminous coal, 126,022, and iron ore, 76,311.

The average lake freight rate on coal from Buffalo to Chicago for the past season was nearly 28 cents per ton—to be exact, 27.82 cents—while the average to Duluth and Superior was 23.70 cents per ton. The rate opened at 25 cents in May, but dropped to 20 cents in the same month, and continued at those figures until the last week in September, when there was a sharp advance to 30 cents, and from that to 40 cents in October, and 50 and 60 cents in November and December. The freight rate on coal from Buffalo to Duluth and Superior ruled at 20 cents until the middle of October, when it advanced to 25 cents, continuing at that until the first week in November, when it jumped to 40 cents and 60 cents.

A special from Ludington this week says: There is a mystery surrounding the recent finding of large quantities of fresh wreckage along the shore that lake men are at a loss to unravel. About every day the waves wash up more wreckage that bears evidence of recent use. For nearly a week portions of a vessel have been coming ashore all the way between Big and Little Point Sable. When first discovered dispatches were sent out from Pentwater stating that the wreckage came from the schooner Chas. H. Smith, of Ahnapee, carrying two men, but later that vessel turned up all right. It has been noticed, too, that the wreckage bears unmistakable signs of having come from a steamer. The whole top of a cabin was one of the pieces found. As nothing is known here of a missing vessel, no explanation can be made.

There is a charming naivete about the American shipping papers that makes them pleasant to read, even when they are cross with us. But I find them difficult to understand sometimes. One almost needs a glossary in the American and English languages to elucidate some passages. I wonder what this sentence means: "Close tab is to be kept upon the carferry experiment, and if it should turn out that freight can be handled cheaper in that way a slip will be built and carferry put on also." A fancy strikes me that "carferry" may mean a ferry-boat carrying railway trucks; but the meaning of "close tab" is, I confess, hid from me. In a parallel column I find a steamer described as "Passenger propeller Plymouth." A rampageous bull suggests the notion of a passenger propeller. "Side-wheeler John B. Stevens" is, of course, easy.—Shipping World, London.

LAKE DRY DOCKS.

In the December "Notice to Mariners," for the lakes, issued by the Hydrographic Office, the dimensions of additional particulars of aids for docking and repairing vessels are given as follows:

LAKE SUPERIOR.

WEST SUPERIOR, WIS., DIMENSIONS OF DRY DOCK.—There is a dry dock at West Superior, Wisconsin. Its dimensions are as follows: length over all, 527 feet; width of gate, 54 feet; and depth over sill, 18 feet. Length of the dock on blocks is 479 feet, and width of gate at the sill is 48 feet 6 inches. Extreme width of the dock at top is 90 feet, and at bottom is 52 feet.

LAKE MICHIGAN.

ADDITIONAL INFORMATION OF DOCKS AND REPAIRING FACILITIES.—In addition to the dry dock at Manitowoc, Wisconsin, there is a floating dock (350 tons) also.

There are two dry docks at Milwaukee, Wisconsin; lengths over all, 450 and 312 feet, respectively; widths of gates, 56 and 45 feet, depths of sills, 16 and 15½ feet. Also, there are three sets of floating or sectional docks with lengths, as follows: 200 feet, 190 feet, and 135 feet. A complete plant for steel shipbuilding and repairing has been installed at Milwaukee.

At Sturgeon Bay harbor, Wisconsin, there is a floating dock. It is 225 feet long and 12 feet deep.

LAKE HURON.

WEST BAY CITY REPAIRING FACILITIES.—DIMENSIONS OF DRY DOCKS AT OWEN SOUND HARBOR AND COLLINGWOOD.—A big stock of timber and shipbuilding material is

constantly kept on hand at West Bay City, Michigan, near the mouth of the Saginaw river. As a large number of mechanics are available, the facilities for extensive and quick repairing are excellent.

The dry dock at the town of Owen Sound, southwestern end of Georgian Bay, Canada, is 300 feet long over all, 50 feet wide at the gate, and 10 feet depth of water over sill.

The dry dock at Collingwood is 325 feet long over all, 55 feet wide at the gate, and 15 feet deep over sill. The harbor entrance has been improved by dredging.

ST. CLAIR RIVER.

PORT HURON.—NUMBER AND DIMENSIONS OF DRY DOCKS.—There are two timber graving docks and one floating dock at Port Huron, Michigan. The larger graving dock is 412 feet long over all, 62 feet width of gate, and 18 feet depth on miter sill at ordinary stage of river; the smaller graving dock is 270 feet long, 50 feet width of gate, and 6 feet depth on miter sill. The floating dock is 210 feet long, 32 feet width, and 13 feet depth.

[DETROIT RIVER.]

DETROIT.—NUMBER AND DIMENSIONS OF DRY DOCKS.—There are four timber dry docks at Detroit, Michigan. The largest is 378 feet over all, with 79 feet width of gate, and 16 feet of water on the miter sill at ordinary state of the river; the dock next in size is 360 feet long with a gate 44 feet wide, and depth on the miter sill of 10 feet; the next in size is 245 feet long and width of gate 48 feet, and depth on the miter sill of 8½ feet; the smallest of the docks is 220 feet long with width of gate of 33 feet, and depth on the miter sill of 10 feet.

LAKE ERIE.

ADDITIONAL INFORMATION OF DOCKS IN UNITED STATES PORTS.—There are two dry docks at Toledo, Ohio. One is 450 feet long over all, 56 feet wide at gate, and 16 feet of water over miter sill; the other is 230 feet long over all, 37 feet wide at gate, and 9½ feet of water over miter sill.

There is a dry dock at Sandusky, Ohio; also, a marine railway (300 tons). The dock is 400 feet long over all, 40 feet wide at gate, and 8½ feet deep over miter sill.

A pile and timber dry dock has been constructed at Lorain, Ohio, 560 feet in length over all, 66 feet in width at gate, and 17 feet in depth over sill.

A large plant has been installed at Cleveland, Ohio, for repairing iron and steel ships of the largest class.

There are four docks at Buffalo, New York, with lengths over all of 390, 295, 348, and 349 feet; widths of gates, 46, 40, 61, and 45 feet; depths of sills, 13, 11, 16, and 14 feet. The 348 foot dock, which is 340 feet long on the blocks, will be extended to 400 feet on blocks, and 17 feet over all.

LAKE ONTARIO.

CANADA.—TWO DOCKS AT PORT DALHOUSIE.—GENERAL INFORMATION CONCERNING THE KINGSTON GRAVING DOCK.—There are two docks at Port Dalhousie, Ontario, with but one entrance gate; the gate is 46 feet wide; the docks are 260 feet over all, 100 feet wide at the top, and 10½ feet deep on miter sill.

The stone dry dock at Kingston, Ontario, is known as the Kingston graving dock. The length over all is 290 feet, but the dock can be lengthened to 303 feet by moving the caisson; width of gate 57 feet; depth on miter sill at low stage of lake is 16 feet, but at high stage is 18 feet. This dock can take in any vessel that passes through the Welland canal.

CLEVELAND WINTER MOORINGS.

The following is a list of vessels laid up at Cleveland to date, there are likely to be a few changes made, however, if the weather remains open:

Steamers.—W. R. Stafford, H. B. Tuttle, R. P. Ranney, Henry Chisholm, G. T. Burroughs, Quito, Yuma, A. Y. Gowen, Business, E. S. Pease, M. C. Neff, Olympia, Desmond, Globe, J. B. Trevor, Maritana, Dan Kuntz, M. Olwill, Colgate Hoyt, Cadillac, Pioneer, Roman, Lasalle, Republic, Marquette, Alcona, Sitka, Briton, Cambria, Griffin, Joliet, Continental, Choctaw, E. B. Bartlett, Castalia, Coralia, Grecian, Mariska, Matoa, Ira Owen Park Foster, S. J. Macy, Schooners.—G. H. Warmington, Negaunee, B. L. Pennington, Twin Sisters, Rival, Ed. McWilliams, Sam Flint, Camden, Cascade, Grace Holland, Thomas Quayle, Mabel Wilson, Reindeer, Alta, H. D. Root, Planet, Smith and Post, L. Lozer, A. Cobb, Wyandotte, Mike Cary, Montpelier, Jennie Mullin, L. W. Drake, H. Fitzhugh, Jas. Mowatt, Aurania.

Barges.—110, 116, 109, 129, 107, 131; passenger steamers State of Ohio, State of New York, Duluth and Superior.

FEMINE HEROISM RECOGNIZED.

The closing chapter in the case of the ship T. F. Oakes, of which Capt. E. W. Reed, of Haverhill, Mass., was master, brings with it honor to Mrs. Reed, who, when her husband and the larger part of the crew were ill, steered the vessel safely to port, there to meet charges of mistreatment that the crew preferred against her and her husband, and of which they both were honorably acquitted after a legal fight that lasted ten weeks.

Capt. Reed has just received the following letter:

"Lloyds of London have bestowed Lloyds' medal for meritorious service on Mrs. Reed as an honorary acknowledgment of her extraordinary exertion on the occasion of the disabling by sickness of the crew of the United States ship T. F. Oakes, on a voyage from China to New York, July 4, 1896. March 21, 1897, by order of committee of Lloyds."

"H. M. HOSIER, Secretary."

CORRESPONDENCE.

We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

FREIGHT IS NOT CARGO.

Referring to the following paragraph contained in the RECORD, issue Dec. 23rd, we have received an apparent calling down from one who seems to be more of a farmer or railroad man than a sailor. A portion of the note alluded to was written as follows:

"It is gradually dawning upon the minds of many people connected with the lake marine interests that while freight is billed on railroad cars, vessels carry cargo on bills of lading to earn freight. Hitherto it has been customary to call bulk cargoes, freight, in a sense that a vessel had loaded four thousand tons of iron ore freight, or coal freight, while the term for general cargo was and is package freight, which I suppose is all right in railroad parlance or nomenclature."

The foregoing brought out the following letter from an officer of a tug boat company:

GLADSTONE, MICH., Dec. 26, 1897.

To The Editor of The Marine Record:

DEAR SIR.—Allow me to refer you to the Century Dictionary, which says:

Freight, *n.* The cargo, or any part of a cargo of a ship; lading; that which is carried by water. By extension, in the United States and Canada, in general, anything carried for pay, either by water or land; the lading of a ship, canal-boat, railroad car, wagon, etc.

2. The price paid for the transportation of goods or merchandise by sea. By extension, in the United States and Canada, in general the price paid for transportation of goods or merchandise by land or sea.

A more frequent use of some standard work like the "Century" would make your editorial comments much less ridiculous. Respectfully yours,

CHAS. D. MASON.

Now as it happens I am not particularly struck on many of the technical definitions given in dictionaries of general terms. I am quite agreeable, however, to meet my correspondent on his own ground, though, by quoting from a Dictionary of Nautical Terms containing about 21,000 of them in 750 pages; Admiral Smyth, author, and revised for the press by an equal authority, where the definition is tersely stated as follows:

Cargo.—The merchandise a ship is freighted with.

Freight.—The hire, or part thereof, paid for the conveyance of goods by sea.

Dead-freight.—The sum to which a merchant is liable for goods which he has failed to ship.

To make clear the term dead-freight to our correspondent we may state that if a ship is chartered for a certain amount of cargo and the shipper finds that he is unable at the time to procure the full quantity, he must then pay dead-freight on the amount he is short. In fact freight is collected the same as if the cargo had been fully shipped and carried, or, in the case of a three thousand-ton vessel being chartered for a full general cargo and only a third of that quantity is loaded, then the shipowner measures the vacant space and collects dead-freight on two thousand tons, although not a pound of cargo or a foot of space was occupied. When a farmer or other person hires a railroad car, the whole, or any part of it, perhaps the custom differs, in any case I don't think that dead-freight is usually collected by railroad companies.

Now, if my lubberly correspondent is so lacking in experience and good sense as not to be able to comprehend the foregoing to his complete satisfaction, and still holds to the general definition given by his "bookshunary," I must refer him to the International Code of Signals for the use of all nations, American Edition, price, \$3.00; revised in the Hydrographic Office, Navy Department, Bureau of Navigation, and in use for nearly half a century. This is an authority, and the only means of opening up communication at sea, as it contains the elements of a universal maritime language.

It may be in order to quote a few of these signals so that others of more knowledge than our benighted correspondent may be partly guided by the pertinent information. The general signal N. J. P. signifies, What's your cargo, to which the reply is N. M. G., ore, or N. P. S., corn. N. K. G., Cargo will be sold for the benefit of underwriters. N. K. M., Where would my cargo sell? N. K. F., Cargo not saleable.

I will now talk freight in nautical parlance as understood by all the maritime nations of the world: N. R. V. signifies, What are the freights for?—? N. S. B., Freights looking better. N. R. G., There is good freight to be had. N. R. M., Freight. N. J. B., Cargo. N. R. F., Charter.

The foregoing may not prove entirely a waste of printer's ink, but it is certainly a little time consumed. Our correspondent can take his choice either to err with the Century Diction-

ary in assuming that the Middle States and a certain undeveloped portion of Canada is to rule the universal world maritime by substituting a few of their railroad terms, or, whether he will take aboard the correction and candidly admit that he erred through sheer innate ignorance. There are lubberly plow boys who would take a left-handed turn with a right-handed rope around a round tow-post, but are thankful when the correct way is explained to them, and we believe that our quondam friend will have the grace to admit that his contention is simply ridiculous, the Century Dictionary to the contrary notwithstanding.—Ed.

ST. MARY RIVER LIGHTS.

The following has been forwarded the MARINE RECORD for publication and is respectfully referred to the Light-House Board and the committee on aids to navigation of the Lake Carriers' Association:

To the Editor of The Marine Record:

POINT AUX PINS, ALGOMA DIST., ONT.

I hereby give notice to owners and captains of vessels in Canada and the United States, navigating the river St. Mary above the rapids, that Mr. Ruleau cannot any longer run the range lights at Point aux Pins as they are placed on my property, and that it is I who have kept them going ever since they were located. I supplied oil for the lamps at my own expense. When my house was burned down all of the lanterns were destroyed with the building and its contents, and those used later were borrowed. I have not been paid one cent for that service.

If the lights are of any use to the boats, they are worth

VESSELS LOST, SEASON OF 1897.

DATE.	TYPE.	NAME OF VESSEL.	NET TONS.	CAUSE.	WHERE.	VALUE.	OWNED BY
April 16.	Schooner	I. M. Forest	165	Stranded	Pentwater	\$1,500	Henry Caesar, Chicago.
April 18.	Schooner	C. N. Ryan	392	Stranded	Ludington	4,000	Samuel Neff, Milwaukee.
April 29.	Schooner	Lookout	215	Stranded	Two Rivers	1,500	Capt. John Olson, Chicago.
May 16.	Tug	Alfred Mosher		Fire	Sturgeon Bay	3,000	Walker et al, Sturgeon Bay.
May 17.	Tug	Irene		Fire	Menominee	2,000	Menominee River Shingle Co.
May 20.	Steamer	Florida	1,835	Collision	Lake Huron	85,000	P. P. Miller et al, Buffalo.
May 28.	Steamer	L. Schickluna	400	Collision	Long Point	12,000	Sylvester Bros., Toronto.
June 28.	Steamer	Periwinkle	350	Fire	Toledo	6,000	Geo. P. Fletcher, Toledo.
September 18.	Schooner	H. A. Kent	733	Foundered	Stanard Rock	17,000	J. B. Gilchrist, Cleveland.
September 25.	Steamer	C. B. Wallace	75	Fire	Toledo	2,500	M. I. Wilcox, Toledo.
October 7.	Schooner	Antelope	496	Foundered	Apostle Islands	5,000	L. S. Boutelle, Bay City.
October 8.	Steamer	E. B. Hale	928	Foundered	Lake Huron	27,000	Bradley estate, Cleveland.
October 14.	Schooner	Kate Winslow	699	Foundered	Lake Michigan	12,000	E. J. Cuyler, Lorain, O.
October 21.	Schooner	F. W. Gifford	439	Foundered	Lake Michigan	12,000	C. W. Elphicke & Co., Chicago.
November 6.	Steamer	Idaho	907	Foundered	Long Point	15,000	Western Transit Co., Buffalo.
November 11.	Schooner	Groton	334	Foundered	Lake Erie	3,000	J. H. Christie, Detroit.
November 24.	Steamer	Dove	440	Fire	Toledo	8,000	A. Klausner, Toledo.
November 30.	Steamer	Nahant	1,038	Fire	Escanaba	20,000	C. E. Benham, Cleveland.
December 1.	Schooner	Joseph Paige	593	Stranded	Lake Superior	15,000	John Wedow, Cleveland.
December 2.	Steamer	Egyptian	1,206	Fire	Lake Huron	38,000	N. S. Whipple, Detroit.
December 4.	Schooner	J. G. Masten	590	Stranded	Two Rivers	10,000	F. C. Goodman, Cleveland.
December 5.	Steamer	G. W. Morley	797	Fire	Chicago	55,000	Hawgood & Avery, Cleveland.

paying for, and I am quite willing to continue the work provided I receive fair remuneration for it. And it is I, not Mr. Ruleau, entitled to receive pay.

Owners and masters are kindly requested to write to me and state their wishes regarding having the lights in order at the opening of navigation in 1898, and also state what they will do about paying me for keeping the range lights in good order.

CAPT. ALEX. CLARK.

MARRIAGE AT SEA.

Sir.—Can you inform me through The Shipping World, whether a master in the American or English merchant service has the right to perform the marriage ceremony at sea? I have heard the question discussed many times, but have never seen it satisfactorily settled. I have known two instances where a couple were united on American merchant ships, but do not know whether the ceremony had to be gone over again on shore.—Yours truly, FRANCIS C. BRADLEE.

[Masters of English or American ships have no right or authority to perform the marriage ceremony. The ambassadors, ministers, and consuls of England and America, resident in countries other than Christian countries, are entitled to perform the marriage ceremony for English and American citizens respectively.—ED., S. W.]

THE Marine Iron Works, Clybourn and Southport Aves., Chicago, have just issued a circular dealing chiefly with small hulls and machinery for the Alaska and Yukon River service; a number of which are now under construction at the works of the company. Outfit A consists of machinery for a stern wheel boat 42 feet long, by 9 feet beam. Entire outfit ready to install and raise steam with a total weight of only about 2½ tons. Outfits for boats 55x11 feet, 66x15 feet, 70x16 feet, 75x17 feet and larger up to a total weight of driving machinery reaching about 8 tons. The firm solicit correspondence on this class of work through their postoffice address, Station A, Chicago.

THE SEASON TOTAL LOSSES.

The past season has been one of the most successful from an underwriter's point of view, and regarding total losses, that have been experienced on the lakes for a number of seasons past. Disregarding the sinking of small inferior tonnage and their probable total loss, as well as several harbor tugs, etc., which are likely to be raised, it is only necessary to consider a loss of 22 vessels, sail and steam, having an aggregate net tonnage of 12,772 and an estimated valuation of \$350,000, or a mean of 580 tons for each vessel and a valuation of \$27 per ton, which shows very clearly the class of vessels lost, though figures in other reports scattered broadcast, have been ignorantly and carelessly juggled with, while daily newspaper reports copied indiscriminately, places value on lost tonnage at a mean of only \$17 per ton, which is decrying the value of lake built tonnage with an unsophisticated ignorance that is charming in its blandness but altogether derogatory to the best and higher interests of lake shipbuilding and commerce, as apparently showing inferior construction and the lowest grade of equipment to carry on the work of transportation over the Great Lakes.

The accompanying table shows eight vessels lost through fire, seven foundered, five stranded, and two by collision. While the list of total losses is a point of congratulation to the underwriters, it gives no adequate idea of their season's outlay in damage repairs, the most expensive of which result from the "touch and go" or temporarily grounding cases, where the outer or shell plates and sometimes even the water bottoms of large valuable steel steamers have

scores of plates ripped off them and all the works lying between these two bottoms having either to be re-rolled, straightened or renewed, in many cases with a no inconsiderable dry dock account tacked on to the average loss.

The loss of life on the lakes has also been very light this season, as shown in other issues of the RECORD, and with the exception of the Western Transit Liner Idaho, from which only two hands were rescued, it has been a remarkably safe season, due not only to the absence of heavy gales, but also to the better class of vessels and their more skillful handling by lake pilots.

EASTERN FREIGHT REPORT.

Messrs. Funch, Edye & Co. report the condition of the eastern freight market as follows: We have but few fixtures for grain to point to as effected during the week. For January 3s. 4½d. or 3s. 6d. for Cork f. o. appears momentarily top offer obtainable from range, whilst large boats for that month's loading have accepted 3s. for picked ports, with liberal allowance of general cargo, and it is rumored, that less than this figure has been accepted for full grain cargo, February loading. We can at best, therefore, only hope that an improved demand after the turn of the year will stiffen up rates. A fair amount of tonnage has latterly been taken by the Atlantic cotton ports, providing for their January requirements, owners having had to make some concession to effect charter. Freights at the Gulf equally lack snap; a novel feature thence has latterly presented itself in the engagement of quite large lines of cotton and pig-iron for ports in Japan. Some slight inquiry is cropping up for steam tonnage to load case oil to Japan, and the timber trade from the Gulf bids fair to absorb some more vessels, if a slight concession from owners can be secured.

Business in sail tonnage has not been very brisk since our last, but we cannot report any particular changes as having transpired since then. Rates in most directions remain firm, and, with a comparatively small fleet bound our way, we do not expect any notable change in the immediate future.

MARITIME LAW.

THE COLIMA.

District Court, S. D., New York. July 24, 1897.

1. CAPSIZING AT SEA—SEAWORTHINESS—TENDER MODEL.—DECK LOAD—DISTRIBUTION OF CARGO—STORMS.—The steamship C. on a voyage from San Francisco to Panama capsized in a storm about 25 miles off the Mexican coast not far from Manzanillo, at about 11 a. m., May 27, 1895. The weather did not amount to a gale until 8 a. m., but at 6 p. m. the master, in order to head the seas, had turned the ship two points off her course. The ship could not be kept head to the seas, and occasionally fell off into the trough of the sea where she rolled heavily, and in three successive larger waves was turned over completely with nearly a total loss of ship, passengers and crew. She carried a deck load of 47 tons of lumber. Deck loads were customary on such trips. Such storms were not expected at that time; but the disaster was within five weeks of the season of dangerous storms on that coast. The ship had run for 20 years on that line. Her beam was somewhat narrower in comparison with her depth than in most steamers of her class. Upon very great conflict in the evidence as to the nature and severity of the storm: Held, that the storm was not phenomenal in character, nor more severe than every steamer should be prepared to meet; that a steamer is not seaworthy, which in such a storm can neither keep out of the trough of the sea, nor ride safely in it; that though a deck load was justifiable under the custom of San Francisco, no custom can validate navigation by an unstable ship, nor excuse the neglect to load sufficient heavy weights below; that such neglect combined with the naturally tender model of the ship was the cause of this catastrophe; through shifting of the cargo when rolling heavily in the trough of the sea, constituting unseaworthiness for which the ship and owners are answerable, except so far as relieved by statute.

2. HARTER ACT—NEGLIGENCE IN LOADING—LIMITATION OF LIABILITY—REV. ST. § 4283.—It being found that the disaster was caused through neglect to load the vessel in such a manner as to secure reasonable and necessary stability, and that the loading was done by the stevedore under the immediate supervision and direction of the master and first officer of the ship, but without any other supervision or immediate control by any of the general officers of the corporate owner; Held, (1) that this negligence was in law imputable to the owner so far as to render inapplicable the exemption from liability provided by the third section of the Harter act, requiring the "exercise of due diligence by the owner;" (2) that the owner was entitled to the limitation of liability provided by section 4283 of the Revised Statutes, inasmuch as the negligence was in the superintendence of the loading, which was properly committed to the master and the first officer of the ship, and specially belonged to their duties, and the neglect was not in fact, nor by construction of law, within the knowledge or privity of the owner, or any of its general officers; (3) that the cargo was entitled to participate with other claims in the distribution of the proceeds of the ship and freight.

CANADA SUGAR REFINING CO. V. INSURANCE CO. OF NORTH AMERICA.

District Court, S. D., New York. June 3, 1897.

MARINE INSURANCE ON "PROFITS"—VALUED POLICY—CONSTRUCTIVE "TOTAL LOSS"—ABANDONMENT.—The libellant was insured in the respondent's company for \$15,000, on "profits" on a cargo of sugar, against "total loss only," valued at amount of insurance. Before insuring, the respondent had notice of a previous insurance of the same cargo by the Atlantic Mutual for \$166,145. The policy on "profits" was designed to cover the additional value of the cargo above the prior insurance upon the rise in the market price. The vessel was afterwards stranded, and but \$9,000 net was eventually saved out of the cargo, the salvage work being superintended by the agent of the Atlantic Mutual, to whom the cargo was virtually abandoned; that company settled with the libellant as for a total loss, returning to the libellant on account, the cargo saved to the net value of \$9,000. Held: (1) That there was a constructive loss of the cargo; (2) and an actual total loss of the "profits," the subject of the insurance in the respondent's policy, that is to say, the value of the cargo over and above the amount insured by the Atlantic Mutual, which both parties understood to be the subject of the respondent's policy; (3) that no act of abandonment to the respondent was required, because there was no possibility that any part of the subject matter of this policy could remain after the stranding, the right of the Atlantic Mutual to the possession of the whole cargo being superior, and incompatible with any possible

abandonment of the sugar to the respondent; (4) that the subsequent receipt of a part of the sugar on account in settlement with the Atlantic Mutual, was merely by way of payment of its liability, and in no way inured to the defendant's benefit; and the libellant was therefore held entitled to recover the amount insured.

BROWN, District Judge.

JOHN JACKSON & CO. V. THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD CO.

Scotch Court of Session, Nov. 15, 1897.

SHIPPING FREIGHTS.—The New York Central and Hudson River Railroad Co. entered into a contract with the North Dakota Milling Association of America, whereby they undertook to convey from Dakota to Glasgow a cargo of flour which was to be delivered to John Jackson & Co., corn factors, Glasgow. It was intended that the association should prepay the freight, and they granted cheques for the amount which were dishonored. The railroad company then intimated to defendants that they must take steps to secure payment of the freight before parting with the goods. Defendants agreed to pay the freight on condition that the railroad company should relieve them from any claim in respect of their having so paid the freight at the instance of the receiver, who had meanwhile been appointed on the estates of the association in America. After the goods had been delivered, defendants refused to pay the freight on the ground that the indemnity which was part of the contract to prepay the freight had not been granted. In the Outer House, Lord Stormonth-Darling held that the indemnity had been granted, and gave decree for the freight, the sum sued for being £170 14s. 3d. with expenses. The reclaiming note now applied for was refused, and the judgment upheld.

ORE SHIPMENTS FROM TWO HARBORS.

The clearing of the Queen City closed the iron ore shipping season at Two Harbors, Minn., for 1897, and also the longest and most satisfactory season in the port's history. Two Harbors, therefore, receives the commercial distinction of being the leading iron ore shipping port of the world. The following is the season's record of the iron ore shipped by water from the various lake ports, that from Escanaba being unofficial but substantially correct:

	Gross tons.
Two Harbors.....	2,651,465
Duluth.....	2,376,064
Escanaba.....	2,200,000
Ashland.....	2,067,000
Marquette.....	1,945,519
Superior.....	531,325
Gladstone.....	341,014

The total arrivals and clearances at the port of Two Harbors for 1897, were 989; in 1896, 953.

Total arrivals and clearances at ore docks, 860; in 1896, 786.

Ore was carried by 164 different vessels.

First arrival, steamer H. R. Dixon, April 18th.

First ore clearance, steamer Colgate Hoyt, April 24.

Last ore clearance, steamer Queen City 6:00 p. m. on Dec. 16. (The preceeding is the official time. The vessel remained at the dock a day later, when she departed for Duluth, where she will remain until the opening of navigation next spring.)

Maximum cargo, steamer Empire City, 5,510 tons, Aug. 16th; 1896, steamer W. D. Rees, 4,518.

Minimum cargo, schooner D. P. Dobbins, 846 tons, June 10th.

Average cargo, 3,083 tons; in 1886, 2,380 tons.

The season closed with all docks and cars clear of ore, although the last four cargoes loaded were taken to Duluth for winter storage in vessels and spring delivery at lower lake ports.

ILLINOIS STEEL CO.

The Illinois Steel Co. has had a very successful year, and the forthcoming annual report will make a good showing. The bills payable were reduced by about \$550,000 since November 15, and the orders now on hand will keep the different plants busy for eight months. There is an order for 20,000 tons of rails for Japan.

The bills payable of the company have now been reduced to \$1,703,000, which includes the \$1,000,000 borrowed in New York last January. This loan becomes due next month, but it is understood that New York friends will take care of it on favorable terms. The largest business was done during the last six months.

By an order from the Secretary of the Navy the Hydrographic Office has been transferred from the control of the Navigation Bureau to that of the Bureau of Equipment. The latter bureau now has charge of the compasses, naval observatory, and similar branches of the service, so the order is in the interest of uniform practice.

ELECTRIC LAUNCH CONSTRUCTION.

(TOBIN BRONZE PROPELLER SHAFT.)

There is under construction at the works of the Electric Launch Co., Morris Heights, New York, an electric gig for the Emperor of Russia, which will be used as a tender to one of His Imperial Majesty's steam yachts.

Mr. J. C. Chamberlain, one of the company, says that the gig will be complete in every particular, and so constructed, fitted and finished as to be a credit to this branch of American industry. The gig will be ready for shipment by April 15, as called for by the terms of the contract, so that the Czar may receive it by the middle of May. Her dimensions are 37 feet over all, 7.3¼ inches beam.

All the deck fittings will be in hard brass, unless otherwise specified, and the exposed parts nickel plated. The propeller shaft is to be of Tobin bronze.

The accumulators or storage batteries will be of the most improved and modern type, all contained in hard rubber cells, with tight fitting covers, and placed under the flooring and seats. The number and grouping will be such as to adapt them to be easily charged from a dynamo or electric circuit of 110 volts. The motor will be of special marine type, with self-contained ball bearing thrust fitted under the floor in its compartment, and directly connected with the propeller shaft. The controller for regulating the speed of the motor will be placed under the forward deck, and operated by a shaft extending through the steering wheel bearing. This controller will be capable of effecting five variable speed rates, from slow starting to spurting speed, and also adapted for reversing the motor with three variable speeds. The gig is to have a speed of eight miles an hour for three hours or seven miles an hour for six hours.

The Electric Launch Co. has this week shipped to Trieste by a Mediterranean steamer an electric gig to Baron Nathaniel de Rothschild, to be used as a tender to his steam yacht Veglia. The gig is 25 feet long, 5 feet 6 inches beam, 2 feet 8¼ inches deep, and 23½ inches draught. She is of mahogany, double-planked, and is very pretty. She will have a speed of 6.8 miles an hour for four hours, and 6¼ miles an hour for six hours.

A SUCCESSFUL WRECKING JOB.

The Donnelly Wrecking and Salvage Co. accomplished one of the most successful wrecking jobs of the season in releasing from Charity Shoal and towing to Kingston the Canadian owned steamer Rosedale built on the Clyde for her present owners. It was not expected that the vessel would ever be floated again, and according to newspaper reports she was given up as a total loss and the construction of Clyde-built steamers was somewhat severely commented upon as it was stated that the Rosedale was breaking up a great deal faster than any lake-built craft would be likely to do. Be this as it may, the steamer will go into dry dock this week and expert surveyors after sighting her bottom will determine, in conjunction with the owners and underwriters, if the cost of repairs will amount to even a constructive total loss.

The firm of Donnelly Bros. consists of five brothers, namely, John Sr. and Jr., Sanford, Luther and Foster Donnelly. It is only fair to state, however, that to Mr. John Donnelly, Jr., is due all the credit of raising the ship. It was he who superintended the whole job, but of course he was ably assisted by other members of the firm.

In speaking of the wreck, Capt. Sinclair, Chicago, representing McDonald & Co., underwriters, stated that he never saw a gang of men work better at a wreck than in this case. Every man worked hard and effectively. The job done by the Donnelly company was a big success.

As an instance of the appreciation felt by other underwriters, the following are some of the telegrams of congratulations received by the Donnelly Wrecking and Salvage Co.:

From Sidney Crocker, manager of the Western Insurance Co., Toronto: "Congratulate you heartily."

From R. E. Rispin, representing Geo. L. McCurdy, on grain: "Congratulations. May all your ventures prove as successful."

From Smith, Davis & Co., Buffalo: "Our heartiest congratulations on your great success."

From Ald. James Stewart, who was in Ogdensburg: "Congratulations. You never fail in your undertakings. Hurrah!"

There are few wrecks without Capt. John Donnelly, Sr., in them, and he enjoys the esteem as well as confidence of the most important vessel interests, both American and Canadian.



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CLEVELAND, O., DECEMBER 30, 1897.

THE thanks of the RECORD are due the Hydrographic Office, Bureau of Navigation, Department of the Navy, for a copy of the January Pilot Chart of the North Pacific Ocean. J. E. Craig, Commander, U. S. N., Hydrographer, has kept the delineation fully up to the standard of former issues.

THE purchase of the majority of shares of the Ship Owners' Dry Docks, Cleveland, by the Globe Iron Works Co., is one of the most important events in marine circles this week, and virtually wipes out all competition, as the Globe Iron Works Co. now control all dry dock facilities at that port. These large new docks are in line with and a continuation of the Globe Iron Works Co.'s shipyards, and that firm will now be in a position to handle a most extensive business, as every department of ship, engine building and boiler making, wood working, etc., etc., is embraced in their large, compact and valuable plant.

THE old established and well-known Atlantic firm of Tapscott's has come to grief as the last member of the firm, William Western Tapscott, of Liverpool, shipowner and manager, has just been sentenced to a term of three years' imprisonment for unlawfully and fraudulently applying moneys for uses other than those of the companies, of which he was manager. There are scores of men now on the lakes, including vessel owners, builders, masters and others who can remember when the name of Tapscott was a household word in the western ocean trade and they will learn with sorrow that the pioneer, noble old line has sunk so low, and to the extent that it is charitable to draw the veil so as to quietly eclipse all well-earned honor and renown by the wave of oblivion. So goeth the rise and fall of a one time great shipping firm.

THE chief of Weather Bureau asks for an appropriation of \$5,000 for the purpose of erecting a building on the United States government reservation between the two locks at the "Soo" to be used as an office of the local weather bureau. It is gathered that an average of 80 vessels pass through the lock each day during the season of navigation, and as a skilled, energetic observer has been detailed to the "Soo" a great benefit to Lake Superior shipping is foretold by the establishment of a fully equipped station at that point. The Weather Bureau will next season place a large number of self-registering barographs on the largest steamers, issue monthly meteorological charts, showing the path of storms, their velocity at various points, etc., as well as defining the prevalence of fog banks and their density. The lake work of the Weather Bureau is under the general supervision of Mr. Norman B. Conger, local forecast official and marine agent at Detroit.

CHICAGO MARINE INTERESTS.

Chicago's great and troublous bridge problem is in a fair way to be solved.

All center-pier structures which now impede navigation are to be removed as speedily as possible; in their place will be erected bridges of the folding or jack-knife style, and the stream is to be widened and deepened to admit of the passage of large vessels.

In addition to the removal of the center-pier obstructions, the lowering of tunnels, the dredging of the river to a uniform depth of twenty-six feet, and the securing of a uniform width of 150 feet are contemplated.

Few people, aside from those who have made a study of the subject, have any adequate idea of the importance of Chicago as a lake port, the great volume of traffic which passes through the river, or the fact that its commercial supremacy and prosperity are in a large degree directly traceable to the immensity of this navigation.

There are only two ports in the world which outrank Chicago in the volume of tonnage handled, and, with only one exception, the margin of difference by which they maintain a lead is inconsiderable. These ports are London and New York. In this connection the following statistics from the United States Treasury department, showing the details of tonnage for the last fiscal year, will furnish a forcible illustration of the high rank held by Chicago.

City.	Tonnage.	City.	Tonnage.
New York.....	15,333,398	Havre.....	4,562,692
London.....	14,433,580	Bremen.....	4,325,487
Chicago.....	12,965,832	Hull.....	3,933,123
Hamburg.....	12,447,706	Puget Sound ports	3,654,929
Liverpool.....	10,489,578	San Francisco.....	3,528,291
Cardiff.....	10,478,394	Boston.....	3,403,682
Antwerp.....	10,083,228	Philadelphia.....	3,173,031
Tyne ports.....	8,665,115	Baltimore.....	2,727,486
Marseilles.....	7,374,591	New Orleans.....	2,230,692

In point of vessel clearances Chicago is far ahead of New York, and its record of entrances and departures is nearly as great as the combined totals of Baltimore, Boston, New Orleans, Philadelphia, and San Francisco, which cities have the reputation of being leaders in seaport trade. The treasury figures for the last fiscal year are:

City.	Entrances and Clearances.	City.	Entrances and Clearances.
Chicago.....	18,687	Philadelphia.....	3,910
New York.....	13,962	San Francisco.....	2,500
Boston.....	6,262	New Orleans.....	2,401
Baltimore.....	4,493		
Total.....	52,195		
Chicago over New York.....	4,725		

Nearly all of these vessels carry their cargoes into the Chicago river. Of the 18,687 boats which passed in and out of the Chicago port last year, 15,000 were engaged in river trade, the rest going to the Calumet, where the facilities for handling large cargoes are better than those afforded by the Chicago river in its present condition. Men who understand this and appreciate the growing importance of the little stream as a feeder to the business interests of Chicago have insisted upon an enlargement instead of a curtailment of its capacity. The demands of commerce have led to the building of large vessels, some of them so big they can hardly be squeezed through the bridge draws, but there has been no effort until now to meet this new requirement. Despite this there has been a constant gain, year by year, in both the number of vessel clearances and the volume of tonnage, this increase for the last ten years being placed by former commissioner Downey at 32.7 per cent. annually. In 1862, when Chicago had a population of 137,000, the total tonnage passing through the river was 3,847,246. In 1896 this tonnage had increased to 12,965,812.

THE Gladstone correspondent who attempts this week to correct the RECORD through the medium of a general dictionary, in the use of technical terms used in shipping circles, may, after reading carefully the maritime law column published in the current issue, endeavor to define by means of the Century dictionary the terms bottomry, respondential and hypothecation in its inclusive sense, flotsam, jetsam, lagan, barratry, general or particular average. Then tackle a few of the well known abbreviations, as for instance, F. P. A., C. I. F., F. O. B., B. L., after which the RECORD can furnish a few more so as to keep our friend engaged during the close of navigation, and while he is not engaged in the business of vessel towing.

FOLLOWING the inclusive figures on shipbuilding, recently furnished by the U. S. Commissioner of Navigation, to the close of the fiscal year, we now append in this issue the list of vessels, steam and sail, at present under construc-

tion at American lake shipyards. As in the table of losses, no account has been taken of the indiscriminate class of small tonnage in various stages of construction at a number of small yards, notices of which have appeared from time to time in these columns.

ON the eve of another new year we desire to express our thanks to the numerous subscribers and advertising patrons of the MARINE RECORD for the many courtesies received at their hands. The year just closed has been a fairly successful one for the "little barkey" and in wishing all our friends a happy and prosperous new year, we can but say that it is our earnest wish and our best efforts will be put forth to add a moiety to the success, a la maritime, of the year 1898.

THE MARINE RECORD is pleased to acknowledge a number of Christmas mementos in the way of good sized checks for advertising. Again, in the matter of subscriptions it is always a good plan to commence a new year with your account paid up to date—or, better still, a year in advance.

REVENUE CUTTER SERVICE.

Capt. C. F. Shoemaker, chief of the revenue cutter service, in his official report, replies to the contention that the revenue cutters cannot legally be employed in the suppression of filibustering. "The duties of the revenue cutter service officially defined under the law," he says, "consists in the enforcement of all laws of the United States affecting the maritime interest of the nation; the arrest and prevention of illicit traffic by sea; the navigation laws, compelling all kinds of craft navigating the waters of the United States to comply with legal requirements in regard to documents, lights, steamboat inspection, and passenger laws. I cannot too earnestly recommend," he says, "that at least five cruising vessels be provided for and three new vessels for harbor service are indispensable." In his report he says: "No one of competent judgment will be found who will say that the vessels of the service have, at any time within 20 years been calculated for, or fit to perform the duty done in them. The measure of success obtained has been wholly due to the indefatigable labors of the personnel which fills the commissioned ranks of the service, and the faithful, trained and disciplined crews. There should be provided at least one cruiser for the Pacific coast to take the place of some one of the old and smaller vessels now on duty in those waters. The Columbia river bar is widely known as very dangerous, and a vessel should be constructed especially for that region. There is not now a vessel in the service adapted to it."

LICENSE SUSPENDED.

As the result of a collision between the tugs Nelson and Pankratz, off the Lake Michigan entrance to the Sturgeon Bay canal, at 3 a. m. on October 11 last, United States local inspectors of steam vessels Fitzgerald and Chipman, of Milwaukee, have suspended the license of Capt. Frank Tufts of the Nelson for a period of four months, dating from December 15, 1897. On the morning in question the tugs engaged in a race for an approaching vessel, the Pankratz being slightly in the lead at the start. The Nelson first forced the Pankratz against the harbor entrance pier with damaging effect, and later on, when well out in the lake, ran into the Pankratz, doing additional damage to the extent of several hundred dollars. The testimony showed that Capt. Tufts of the Nelson had violated rule 6 through a failure to sound passing signals, hence his suspension. It also showed that Capt. Templeton had been negligent in the matter of signals, but as he was the party who instituted the complaint, the inspectors concluded that under the late ruling of the supervising inspector of the district they had no right to suspend or revoke his license.

A NEW war vessel is to be built in France for the Japanese Government at the Chantiers de la Loire, St. Nazaire. She will be 446 feet long; her beam 59 feet 6 inches, and her draught 25 feet. She will be protected by a complete steel deck and an end-to-end belt 6.2 inches thick. The heavy guns, 7.8-inch, will be coupled in turrets, fore and aft, and there will be eight 5.9-inch quick firers in armored casemates, four others of the same caliber, with shields, on the upper deck, twelve of 2.9-inch, and as many of 1.8-inch. There will be two submerged torpedo tubes fore, and as many aft, with one above-water tube. There will be two fighting masts carrying light guns, two triple-expansion engines with three distinct groups of boilers, and giving at 17,000 horse-power a speed of 20 knots.

NEW LAKE TONNAGE.

The accompanying table shows a list of 22 vessels under construction at American lake shipyards, including two tugs and other tonnage now under consideration, the list is likely to be augmented at an early date. There is at present on the stocks at lake shipyards close to \$4,000,000 worth of new work.

Twenty vessels contained in the list aggregate 75,245 tons or a mean tonnage of 3,762. The longest vessel is building by F. W. Wheeler & Co., viz., 476 feet over all, and the highest cost is a side-wheel passenger steamer building for the Cleveland-Buffalo route by the Detroit Dry Dock Co. at an estimated cost of \$400,000, and each shipyard has contracts on hand aggregating from half a million to eight hundred thousand dollars.

While it is not a correct basis to work from and as the carrying capacity is ruled by the draft permissible, yet it is noted that high-classed steel cargo steamers cost per gross ton about \$53, steel tow barges average about \$32 per gross ton, wooden steamers \$42 per gross ton and wooden tow barges \$20, though these estimates should be considered as only an approximate and not official in any way only as given in the table, where each item has come direct from the builders. In addition to the list as furnished the Goodrich Transportation Co., of Chicago, are figuring on a large new tug boat, a contract to the amount of \$12,000 for a small craft for harbor service at Buffalo in the United States en-

cargoes. This fleet will be ready for business at the early opening of navigation, work on them being well advanced up to date.

* The beam dimensions given for the Wheeler steamer is evidently a clerical error, the correct figures being more, nearly double those given.—Ed.

THE DELAWARE RIVER SHIPYARDS.

A condition of unusual activity characterizes the Delaware river shipbuilding industry at the present time, and the outlook for the coming year is regarded as most promising. At the yards of the William Cramp & Sons Ship and Engine Building Co., Philadelphia, 2,600 men are employed. The work now in hand includes the Japanese cruiser Kasagi, the United States battleship Alabama, a large passenger and freight steamer for Bahama traffic and a large steam yacht. Arrangements are pending, moreover, for several steamers for the Alaska and West Indian trade.

At the yards of the Neafie & Levy Co., Philadelphia, a steamer is building to ply between Philadelphia and Odessa, Del., and a considerable amount of repairing and refitting work is going on. Some important work is also in view for next year.

The Charles Hillman Ship & Engine Building Co., Philadelphia are at work on a large ferryboat for the Pennsylvania Railroad ferry between Jersey City and Twenty-third street, New York. They are also building the government torpedo

NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN LAKES AND RIVERS—MICHIGAN.

ST. JOSEPH PIERHEAD RANGE REAR LIGHT STATION.—Notice is hereby given that, on or about January 5, 1898, a fixed red lens lantern light will be established on a white post, on the north pier, about 400 feet ESE. $\frac{3}{4}$ E. in rear of the light on the outer end of the same pier, entrance to the harbor of St. Joseph, easterly side of Lake Michigan.

The focal plane of the light will be 68 feet above mean lake level, the light will illuminate 360° of the horizon, and with the pierhead light will form a range for approaching the entrance to the piers from the lake.

By Order of the Light-House Board:

W. S. SCHLEY, Captain U. S. Navy, Chairman.

WINTERING AT MILWAUKEE

Special Correspondence to the Marine Record:

Steamers—City of Paris, City of Venice, City of Glasgow, City of Genoa, John Harper, Alex Nimick, Samuel Mitchell, Nyanza, Thomas Cranage, Paschal P. Pratt, V. H. Ketchum, Gogebic, L. C. Waldo, Fayette Brown, J. H. Devereaux, John Duncan, Walter Vail, Ferdinand Schlesinger, George H. Dyer, Minneapolis (steel), Mary A. McGregor, Iosco, Jim Sheriffs, City of Cleveland, C. S. Parnell, George W. Roby, Oscar T. Flint, Marion, P. D. Armour, Venezuela, F. L. Vance, R. P. Flower, A. Folsom, Specular, Cherokee, C. A. Street, E. A. Shores Jr., Veronica, W. H. Wolf, Fred Pabst, Maryland, Manhattan, Massachusetts, Merrimac, Minnesota, Colonial, Neosho, Majestic, A. L. Hopkins, William Chisholm, Raleigh (to arrive), Aurora (to arrive),

SHIPBUILDING RETURNS—AMERICAN VESSELS UNDER CONSTRUCTION ON THE LAKES DECEMBER 30, 1897.

BUILDERS' NAME OR NUMBER.	TYPE.	GROSS TONS.	HULL DIMENSIONS.				ENGINE DIMENSIONS.	ENGINE BUILDERS.	BOILER DIMENSIONS.			BOILER BUILDERS.	OWNER.	ESTIMATED COST.
			Length over all.	Length on Keel.	Beam.	Depth Mld'd.			No.	Diam.	Lgth.			
F. W. WHEELER & CO., W. BAY CITY, MICH.														
No. 124.....	Stmr.	6000	476	456	30	29	26, 37½, 55, 80 x 42	F. W. Wheeler & Co.....	4	13	11-6	Wickes Bros., Saginaw..	Bessemer Steamship Co.....	
No. 125.....	Schr.	6500	450	436	30	28-6		F. W. Wheeler & Co.....	1	9	10	Wickes Bros., Saginaw..	Bessemer Steamship Co.....	
No. 126.....	Schr.	6500	450	436	30	28-6		F. W. Wheeler & Co.....	1	9	10	Wickes Bros., Saginaw..	Bessemer Steamship Co.....	
JAMES DAVIDSON, W. BAY CITY, MICH.														
No. 87.....	Stmr.	3100	325	306	44	24	16, 25, 42 x 36.....	S. F. Hodge & Co.....	1	12-3	12	Wickes Bros., Saginaw..	James Davidson.....	\$130,000
No. 88.....	Stmr.	3100	325	306	44	24	16, 25, 42 x 36.....	S. F. Hodge & Co.....	1	12-3	12	Wickes Bros., Saginaw..	James Davidson.....	130,000
No. 89.....	Schr.	4500	318	308	45½	24							James Davidson.....	90,000
No. 90.....	Schr.	4500	332	322	45½	24							James Davidson.....	90,000
CHICAGO SHIP BLDG. CO., SOUTH CHICAGO.														
Australia.....	Barge.	3745	388	376	48	26							James Corrigan.....	140,000
Wm. R. Linn.....	Stmr.	4000	420	400	48	28	21, 29, 42, 64 x 42..	Chicago Ship Building Co	2	14-8	11-6	J. Mohr & Sons, Chicago.	C. W. Elphicke.....	210,000
GLOBE IRON WORKS CO., CLEVELAND.														
Algonquin.....	Rev.	205½	188	32	17	25, 37½, 56½, 30x30		Globe Iron Works Co....	4	11-8	10	Globe Iron Works Co....	U. S. Revenue Cutter Service.....	193,800
Onondaga.....	Cutters	205½	188	32	17	25, 37½, 56½, 30x30		Globe Iron Works Co....	4	11-8	10	Globe Iron Works Co....	U. S. Revenue Cutter Service.....	193,800
No. 73.....	Schr.	4500	378	366	44	26			1	8½	9	Globe Iron Works Co....	Wm. H. Mack and Wm. Becker..	120,000
CLEVELAND SHIP BLDG. CO., CLEVELAND.														
No. 29.....	3 Masts	450	430	50	28½	Quadruple.....		Cleveland Ship Bldg. Co..	2			Babcock & Wilcox.....	A. B. Wolvin, et al.....	
No. 30.....	2 Masts	426	406	50	28	Quadruple.....		Cleveland Ship Bldg. Co..	2			Babcock & Wilcox.....	The Presque Isle Trans. Co.....	
AMERICAN STEEL BARGE CO., W. SUPERIOR.														
Alex. McDougall, No. 141.....	3 Masts	430	414	50	27	19, 28½, 43, 66 x 40.		Cleveland Ship Bldg. Co..	2			Babcock & Wilcox.....	American Steel Barge Co.....	240,000
No. 142.....	Schr.	390	376	46	26				1	8	11	Wickes Bros.....	Minnesota Steamship Co.....	130,000
UNION DRY DOCK CO., BUFFALO.														
No. 85.....	Tug.	90-11	80-3	23	12-6	16, 25, 40 x 27.....		H. G. Trout.....	2			The Roberts Water Tube Boiler Co. }	Maytham's Tug Line.....	
DAVID BELL STM. ENGINE W'KS, BUFFALO.														
Iron and Steel, No. 48.....	Tug.	90		23	14	20, 40 x 30.....		Bell's Stm. Engine W'ks	1	12	16	Kingsford Foundry & Machine Wks. }	L. P. & J. A. Smith.....	
DETROIT DRY-DOCK CO., DETROIT.														
No. 126.....	Stmr.	325		43	17	Compound.....		W. & A. Fletcher Co....	6			Dry-Dock Engine Works	C. & B. Line.....	400,000
No. 127.....	Stmr.	190	165	33	12	Triple.....		Dry-Dock Engine Works	2			Dry-Dock Engine Works	Dunbar & McMillan.....	75,000
No. 128.....	Stmr.		400	46	28	Quadruple.....		Dry-Dock Engine Works	3			Dry-Dock Engine Works	Western Trans. Co.....	250,000
No. 129.....	Stmr.	165		33	12	Triple.....		Dry-Dock Engine Works	2			Dry-Dock Engine Works		75,000

gineer department, has also likely been awarded to the Craig Ship Building Co., Toledo.

On the Canadian side of the lake the new as well as repair work is centered at Toronto where the Canadian Pacific railroad has completed arrangements for the construction of six light draught stern wheel steamers to ply on the Stickeen river route in conjunction with two ocean steamers purchased in Scotland. The contracts have been let to the Bertram & Polson Works and it is intended to have them ready for the opening of navigation. The boats are to be of wood, plated with steel, and will have a length of 140 feet, with a beam of 33 feet. They will be put together in the Toronto yards and will then be taken apart and shipped to Vancouver, where the boats will be rebuilt. There is very little doing at Georgian Bay ports except small unimportant tonnage and the same may be said regarding several American lake ports where tugs, fishing boats, scows, dredges, etc., are being put together.

As an indication of the complete equipment given the modern class of lake steamers it is noted that the wooden steamers being built by Capt. James Davidson will have the Howden system of forced hot draft, electric lighting plants, and, in fact, all of the latest improved steam appliances. The schooners, besides being given canvas enough to take care of themselves, will have steam windlasses, steam capstans, steam deck winches and steam pumps, as well as all other appliances to facilitate the handling of vessels and

boat McKenzie, two large sea going boats and a sand dredger. The firm have other contracts in view, which they expect to provide work for their yards for two years to come.

At Kaighn's Point, Camden, N. J., John H. Dialogue & Son are about finishing the construction of the United States gunboat Princeton, and the fireboat W. L. Strong for New York city. They are also building two steel floating grain elevators for the International Elevator Co. of New York.

The John Roach Shipyard, at Chester, Pa., is a scene of great activity. Work is being rapidly pushed on a steel steamer for the Maine Steamship Co. and on the new ferryboat Joseph J. O'Donohue, for use on the East River, New York. Two large steamers for the Yukon Company are also in course of building at this yard.

Harlan & Hollingsworth Co., at Wilmington, Del., are building the United States torpedo boat Stringham and a large steam yacht for George Gould of New York, as well as a steam tug for the Reading Railroad Co.

A tugboat, the Alice, for the Chesapeake & Ohio Railroad Co., is under construction at the yard of the Jackson & Sharp Co., Wilmington, also two dumping scows for Jersey City.

Pusey & Jones Co., Wilmington, are constructing a double ended ferry boat for the United States Quarantine Department, at Governor's Island, New York, and two powerful tugboats for the New York, New Haven & Hartford Railroad Co.

John Schroeder, Hilton, C. Hickox, Emma E. Thompson, H. A. Root, Colin Campbell, George Burnham, George C. Markham, Joys, W. J. Carter, Arcadia, Adella Shores, Edwin S. Tice, Thomas Friant, Bloomer Girl, revenue cutter Walter Q. Gresham.

Schooners—Seaman, Morning Star, Oneida, Anna O. Hanson, L. M. Mason, L. B. Coates, John C. Bauer, Monitor, S. Thal, Barbarian, C. E. Wyman, Graham Brothers, E. Scoville, Annie Dall, D. S. Austin, Fearless, La Petite, C. Luling, C. Harrison, Emily and Eliza, Minnehaha (scow), Leo, Thomas Howland, Ebenezer, Mary A. Gregory, Burt Barnes, Dan Mabee, Elida, A. B. C. F. M., Vermont, Boaz, Willie Loutit, Pride, Black Hawk, William Aldrich, Mary E. Cook, Minnehaha (schooner), Walhalla, Kewaunee

Barges—Annie M. Nash, W. D. Becker, Baltic, D. P. Dobbins, Antrim, Tyrone, Polynesia, Ed Kelley, Sidney O. Neff, San Diego, Red Wing, R. Hallaran, Magnetic, Chipewa, J. B. Lozen, Jeremiah Godfrey, Amboy, Metacomet, Nelson, Mary B. Mitchell, Grace Grummond.—Total 68 steamers, 39 schooners, and 21 tow-barges.

THE MARINE RECORD, of Cleveland, in speaking of the enlargement of the Allouez Bay docks, adds: "There is a strong feeling extant among men engaged in the Duluth-Superior trade that the Wisconsin port is destined to eclipse the glory of its sister port, and this, the largest ore dock on Lake Superior, they say, is but one of the later indications of its future supremacy in so far as shipping and commercial greatness are concerned." Superior has already surpassed Duluth in the matter of marine commerce, and each year leaves the latter city farther and farther in the rear. It is a pleasure to find at least one paper of national reputation which is willing to give Superior her due.—Inland Ocean, West Superior, Dec. 25.

CHICAGO Nautical School,

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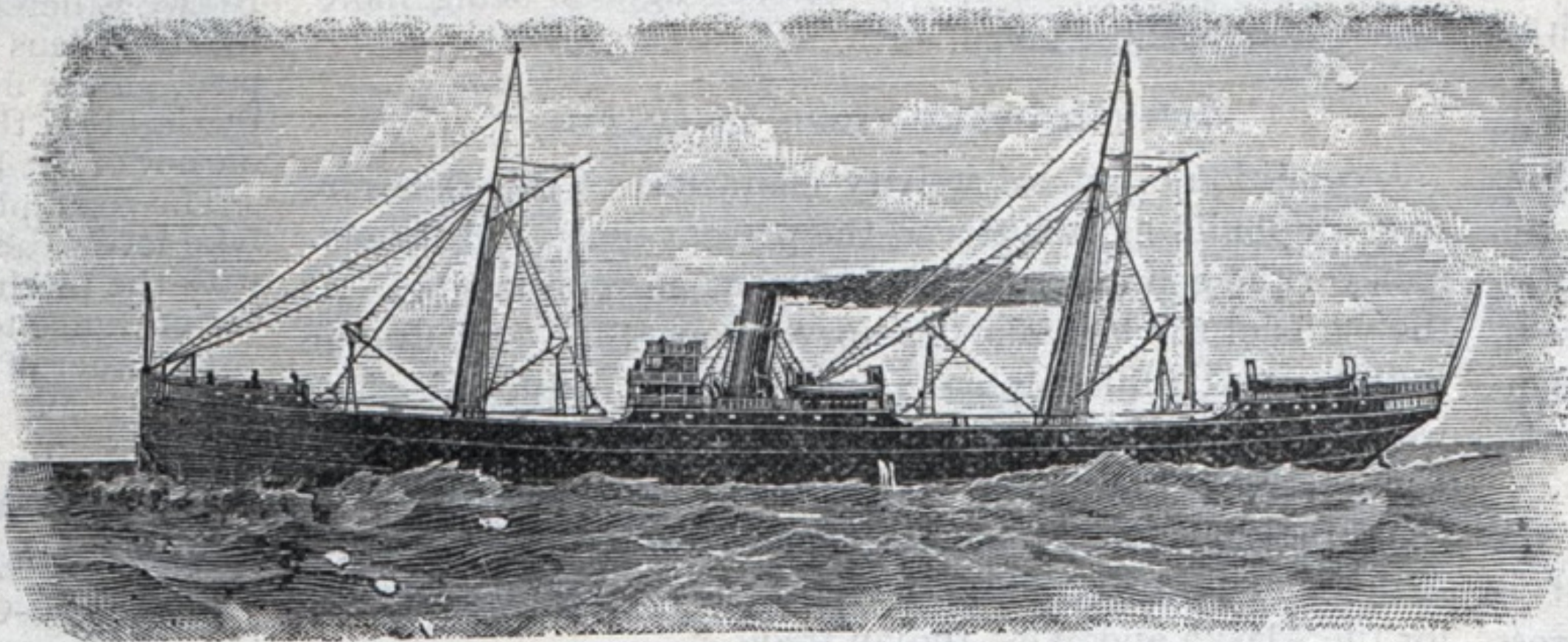
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C. W. STIVER, Sec'y.

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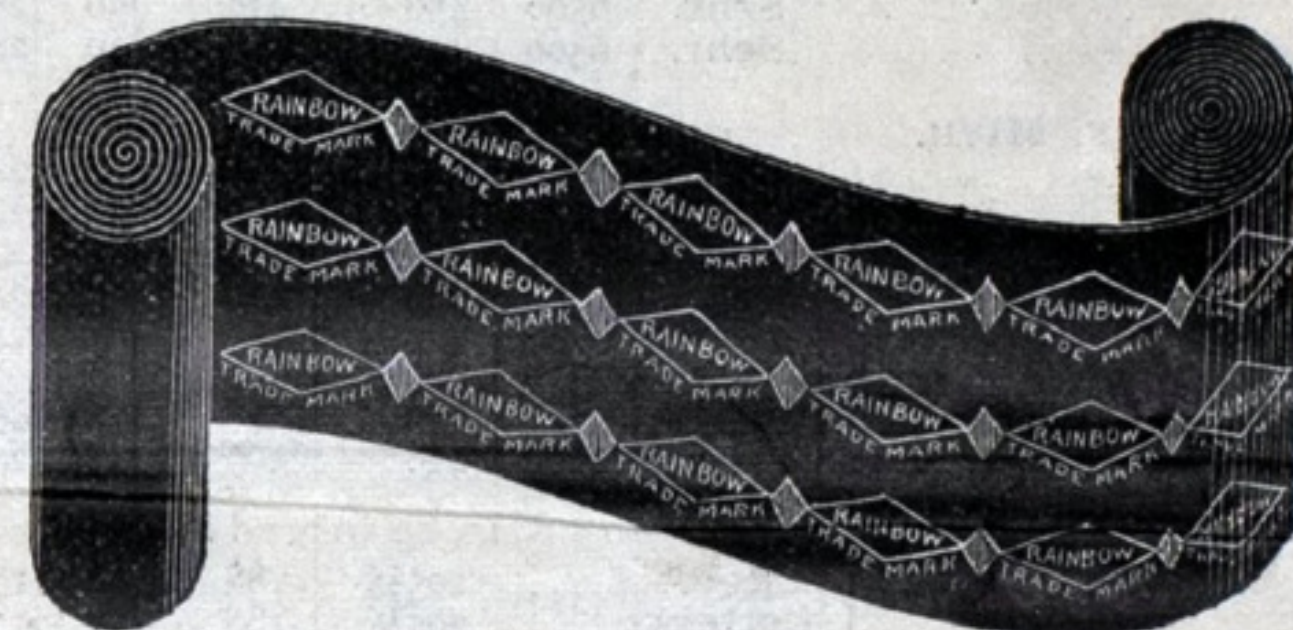


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Rainbow won't Blow Out.**

TRADE NOTES.

O. S. RICHARDSON & Co., 225 Dearborn street, Chicago, shippers of anthracite and bituminous coal and coke, fueling company, etc., have issued to the trade a neat wall calendar for 1898. It is embellished with a fine sepia etching, the "Wayside Inn," Sudberry, an old-fashioned town in Massachusetts. Two fine specimens of the old forest trees stand on each side of the road and give a quiet dignity to the picture.

WHEN the Magnolia Metal Co. issued its artistic celluloid calendar for 1897 it was voted about the neatest and handsomest extant for a desk, but this year they have even improved upon their former choice and it stands as superior as magnolia is superior to other metals in its line.

THE EOPHONE Co., Bowling Green Building, New York, is busy to very nearly its capacity in installing eophones on the light-house and revenue cutter service steamers. These devices that are already in use are doing excellent service in enabling navigators to distinguish the location of sounds in a fog.

THE bids for pumping machinery to be installed at the Cincinnati water works were opened a few days ago by the commissioners. The Lake Erie Engineering Co., of Buffalo, N. Y., submitted the lowest bids, one for three engines with electric crane, \$380,650; four engines with crane, \$504,150. The Lane & Bodley Co. bid \$394,500 and \$514,400; the Southwark Foundry and Machine Co., Philadelphia, \$450,000 and \$600,000.

A THOROUGHLY satisfactory stove for ship's use is a thing that many mariners have tried to get and that many sea cooks have prayed for. Shipowners, if sensible, realize that all hands of a crew are more contented and work better to save the owner expense if they are well fed, and that a cook must have a good stove to do his share of the work. Probably nothing has ever been devised to give greater satisfac-

tion in this line than the ranges manufactured by the Stamford Foundry Co., Stamford, Conn. There are caboose ranges to meet the requirements of very large vessels, and also smaller sizes and different styles for various classes of vessels and yachts. The hinge pins are all of Tobin bronze and cannot rust.—Marine Journal, New York.

THE SNOW STEAM PUMP WORKS, Buffalo, N. Y., has received from the city of Ogdensburg, N. Y., a contract for the erection of a 7,500,000-gallon daily capacity pumping engine of the horizontal, six-cylinder, triple-expansion, direct-acting type. For the foreign trade the company is completing over 100 pumps, to be shipped to Australia, and is also busily engaged on a large number of condensing mine pumps for shipment to Colorado and Utah.

ONE of the neatest calendars seen for some time is that which comes from the Mutual Life Insurance Co., of New York. It is useful for any year, the months, days and figures fitting into a slide affixed to a handsome enameled card on which is set forth in an artistically executed advertisement some of the benefits to be derived from policies issued by the company. It is an expensive advertisement, but the Mutual Life doesn't seem to mind the expense in this connection.

THE CHARLES B. KING Co., Detroit, Mich., have just published a nicely illustrated catalogue for 1898, showing the merits of the King gasoline engines. In their announcement they say that their present manufacture is the result of experiments extending over a period of years, and this combined with high grade workmanship and material, permit of the statement that they are second to none on the market, and that they are better is left to the unbiased judgment of the public who are invited to fully investigate the claims advanced by the builders.

THE NEW ENGLAND MUTUAL LIFE INSURANCE Co., of Boston, many years ago originated the idea of issuing a fine

steel-plate calendar, the picture being some historical incident of colonial or revolutionary times. This year "Washington at Valley Forge" is the subject, and those not fortunate enough to obtain the calendar from the local agent, can obtain one by enclosing 10 cents to defray expense of mailing, and send address to Calendar Department New England Mutual Life Insurance Co., Boston, Mass.

THE PENBERTHY INJECTOR Co., of Detroit, Mich., manufacturers of the well-known and popular "Penberthy" automatic injector, announce that owing to the many imitations of their injector which are on the market and the fact that others are attempting to use the name "Penberthy" in connection with an injector, they will hereafter protect the public against imitations by casting their trade mark into the body of the injector. No other form of the name Penberthy is used or authorized by them in connection with an injector, and this trade mark will be found on the body of the machine on all injectors numbered above 127,000, and on all their goods it will be found on the box label. The trade and the public are warned against handling or selling any injector purporting to be a Penberthy unless manufactured by the patentees.

MESSRS. RIGGS & BROS., of 221 Walnut, 217-219 Dock, and 310 Market streets, Philadelphia, Pa., have issued their 1898 edition of their annual Nautical Almanac. The book contains an immense amount of information of value to the mariner. In it will be found the phases of the moon, the sun's apparent right ascension for 1898, tide tables for the Atlantic coast, the use of the barometer, correction of the polar star, useful hints on chronometers, revised international rules to prevent collisions at sea, inland rules, maritime meteorology-cyclones, U. S. cautionary signals, instructions to masters of stranded vessels, comparative lineal measure, how to find time at sea by the sun's altitude, find-

ing the longitude by chronometer at sunrise and sunset, latitude and time by meridian altitudes of the sun, to find the latitude by equal altitudes near noon, description of salinometer, etc. The price of the 1898 almanac is 25 cents.

THE JOSEPH DIXON CRUCIBLE CO., Jersey City, N. J., are easily the oldest house and the largest users of graphite in the United States and they manufacture from that product hundreds of widely different articles for various uses. So much being admitted, every person who wants the best will not forget the Joseph Dixon Crucible Co. In this connection we take pleasure in bearing testimony to the value of the Dixon American graphite pencils and out of the 500 different brands we get the best possible quality and satisfaction the year round and for many years past. An easy writing pencil is a constant source of comfort to the scribbler. A smooth, tough and uniform lead permits work being carried on steadier and at greater length than when interruptions occur to keep the lead uniform, and the above-named merits are contained in the Dixon brand, nor would we use any other as long as the Dixon could be procured. We are pleased to hail the manufacture of the Dixon American graphite pencils as a great American industry representing American materials, American brains, American labor and American machinery.

NEW CARD OF ROUND STEEL WEIGHTS.—The Bethlehem Iron Co., whose extensive works are located in South Bethlehem, Pa., has issued a handy pocket-size card upon which is printed the weight of round steel per running inch for nearly 600 sizes from $\frac{1}{4}$ inch to 36 inches, and which enables one to tell at a glance the diameter and pounds of various sizes of round steel up to No. 36, as made by them. This company makes a specialty of steel rails, billets and muck bar, miscellaneous forgings of open-hearth steel, nickel steel, etc. These are fluid compressed, hydraulic forged, annealed or oil tempered, rough machined or finished, as may be required. The hollow forgings are made on a mandrel under the press, and the highest perfection is reached by the company's processes and methods in the manufacture of straight shafts, cam shafts, single, double, triple and quadruple throw crank shafts, connecting rods, crossheads

and cranks, crank and crosshead pins, piston rod and plungers, guns, armor plate, etc. The New York office of the company is at 100 Broadway, the Philadelphia office at 421 Chestnut street, and the Chicago office in the Marquette Building.

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.
Buffalo	2,009,000	2,729,000	907,000	71,000	1,855,000
Chicago	9,764,000	5,132,000	1,576,000	609,000	812,000
Detroit	183,000	108,000	4,000	37,000	12,000
Duluth and Superior	1,571,000	1,553,000	998,000	994,000	512,000
Milwaukee	138,000	99,000	78,000	27,000	43,000
Montreal	123,000	64,000	414,000	46,000	33,000
Oswego	0,000	60,000	.....	.....	50,000
Toledo	445,000	452,000	276,000	35,000	.....
Toronto	49,000	.....	11,000	.....	41,000
On Canal .....	.....	.....	46,000	.....	.....
On Lakes .....	.....	.....	.....	.....	.....
On Mississippi .....	.....	.....	.....	.....	.....
Grand Total	36,616,000	38,150,000	12,772,000	3,710,000	4,789,000
Corresponding Date, 1896	54,443,000	18,893,000	13,476,000	2,996,000	4,875,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific slope.

BUSINESS FIRST.

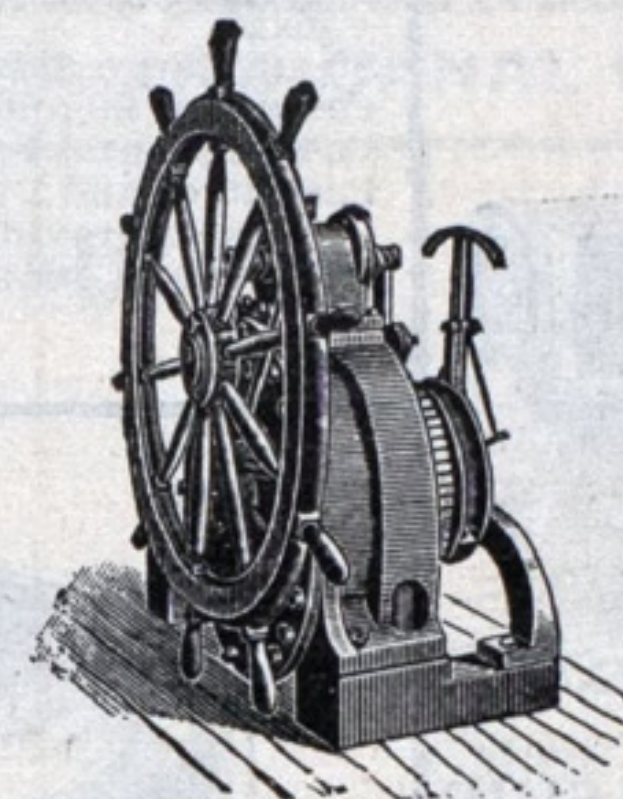
The customs house officials in New York have put an old law into practice. Briefly, the law prevents hugging and kissing on the piers and on ocean liners on the arrival of the steamships. The customs house officials claim it delays them in getting the keys of the luggage of passengers, for a woman will stop and allow all her friends on the pier to embrace and kiss her before she produces her entry certificate and keys. The customs house officers simply have to wait until their salutations are over. The waits are numerous and long, aggregating considerable time when 400 or 500 passengers are being hugged and kissed by their friends at the same time.

Officers of the government had a test case on the arrival of the Kaiser Wilhelm der Grosse from Europe on Thursday last. Just the moment the passengers were landed 300 friends rushed forward and began to hug and kiss friends on the incoming steamer. The customs house officers were powerless until this business was over with. The prettier a woman passenger is the more friends she has on the pier to hug and kiss her. The Washington officials ostensibly to stop smuggling concluded to put a stop to the practice by allowing nobody to come within touch of the passengers until they get through with the custom house officers. The agents of the steamships favor the resurrection of the old law.

"There is too much of this kissing business," said the special agent of the customs house. "It delays us in our work. If they must kiss let them wait until after we get through with our business with the passengers. Why, I have seen a man glue his face to a pretty woman's lips until I thought he would never let go. He just hung on and kissed and kissed as if he didn't have another moment to live, while we government officers stood around like stoughton bottles, losing valuable government time. I am glad this hugging and kissing business is to be stopped."

His younger brother officers say it is a case of sour grapes with the special agent.

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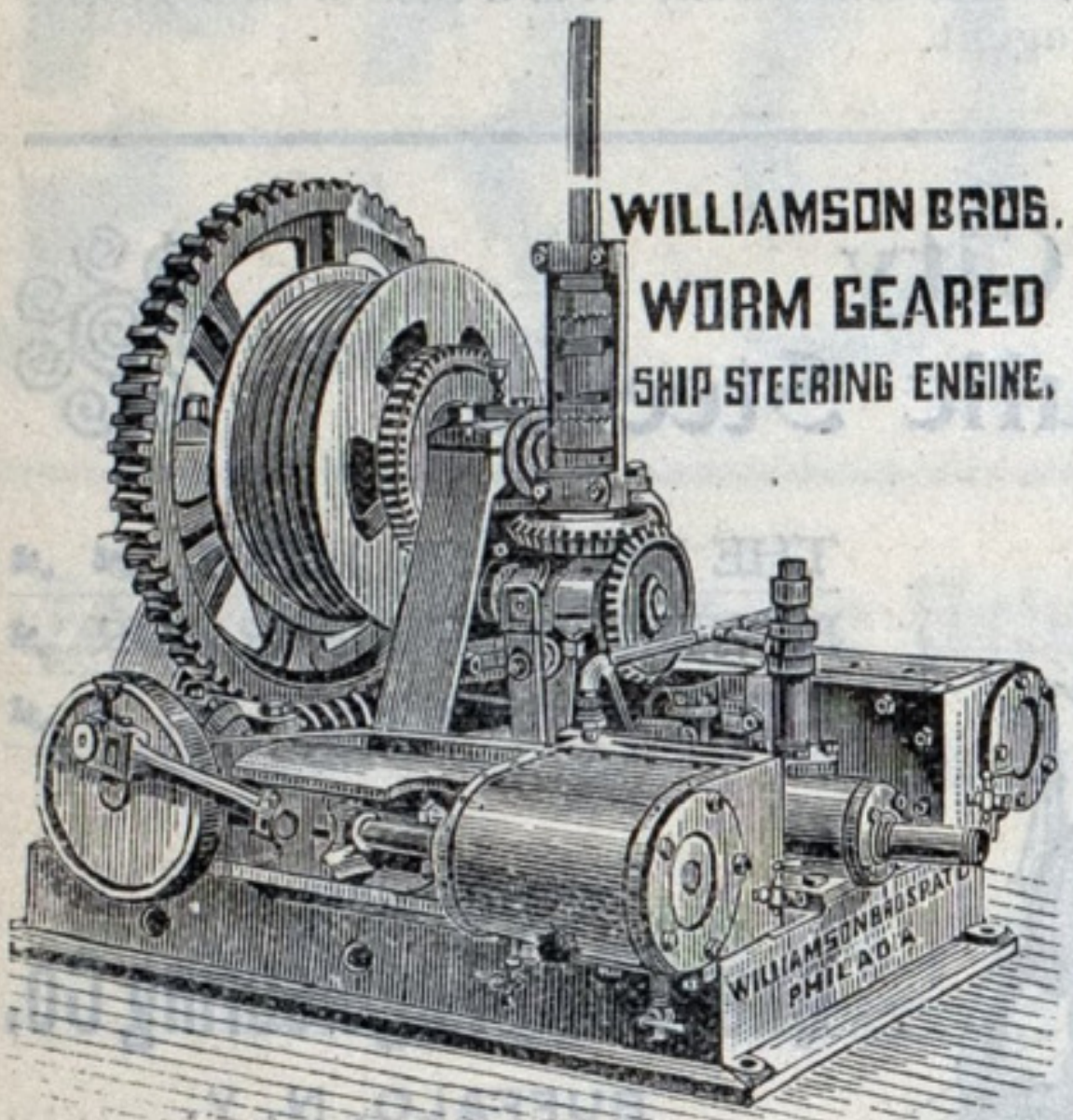
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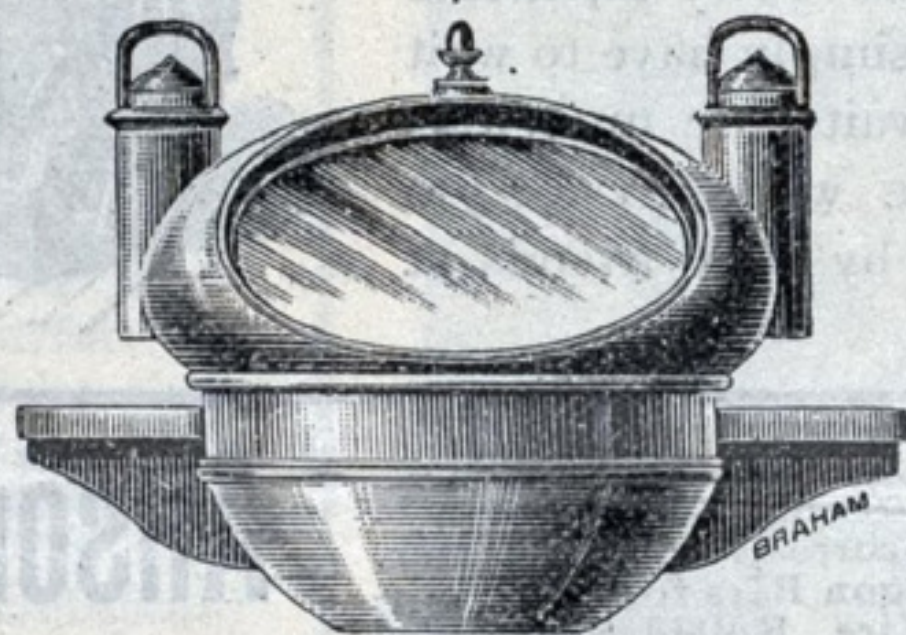
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U. S. Survey Steamer, W. S. Hancock 12 and 21x20.
Steamer Pine Lake, Charlevoix, 16 and 30x24.
Passenger Steamer Pilgrim, St. Clair, 14 and 28x20.
Steam Barge Iona, Grand Haven, 24 and 46x42.
Steam Barge M. T. Greene, Chicago, 20 and 36x36.
Steamer H. W. Williams, South Haven, 18 and 36x30.
Steam Barge Mark B. Covell, Manistee, 18 and 30x26.
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Passenger Steamer City of Kalamazoo, South Haven, 20 and 40x30.
Steamer Oval Agitator, Chicago, 14 and 28x20.
Tug E. G. Crosby, Muskegon, 16 and 30x24.
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Steamer Lorain L., South Haven, 12 and 21x16.
Passenger Steamer Lotus, Escanaba, 16 and 30x24.
Steam Barge Sachem, Grand Haven, 21 and 38x36.
Passenger Steamer Bon Ami, Saugatuck, 14 and 28x20.
Steam Barge Charles A. Street, Chicago, 20 and 36x36.
Steam Barge Edward Buckley, Manistee, 18 and 36x30.
Passenger Steamer E. G. Maxwell, Pentwater, 14 and 28x20.
Passenger and Freight Steamer Bon Voyage, Saugatuck, 16 and 30x26.
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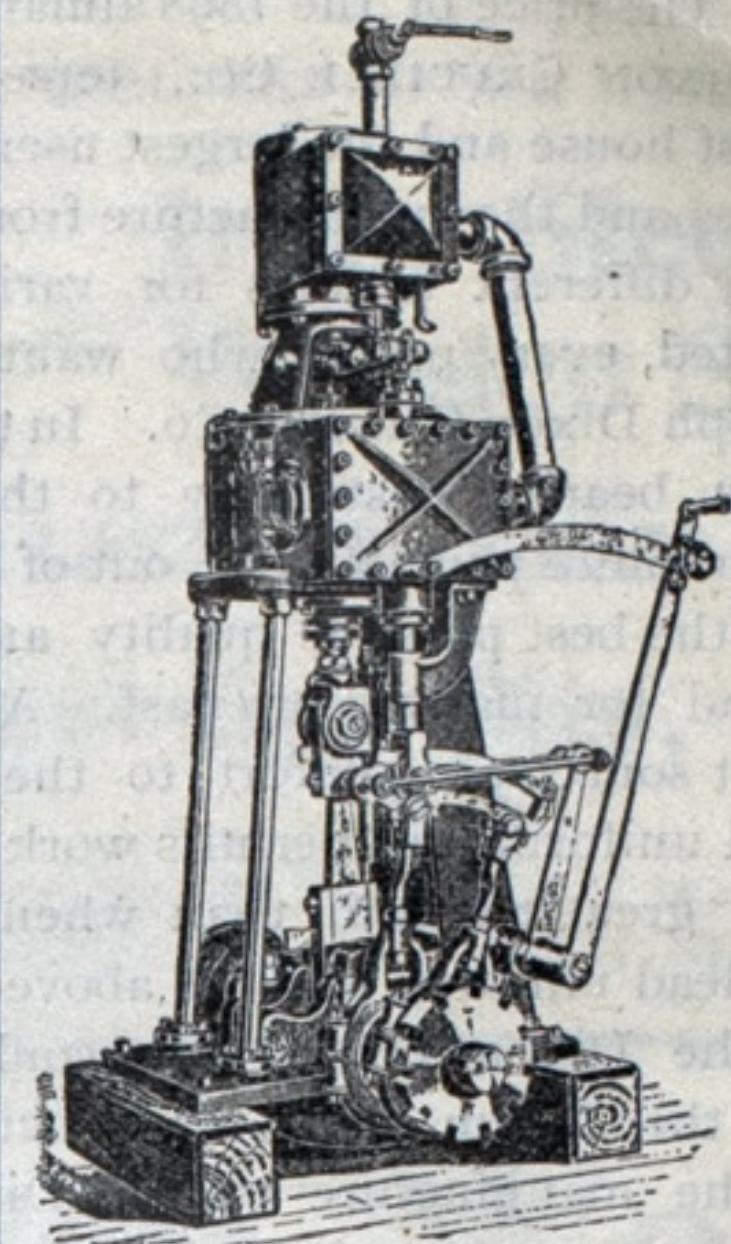
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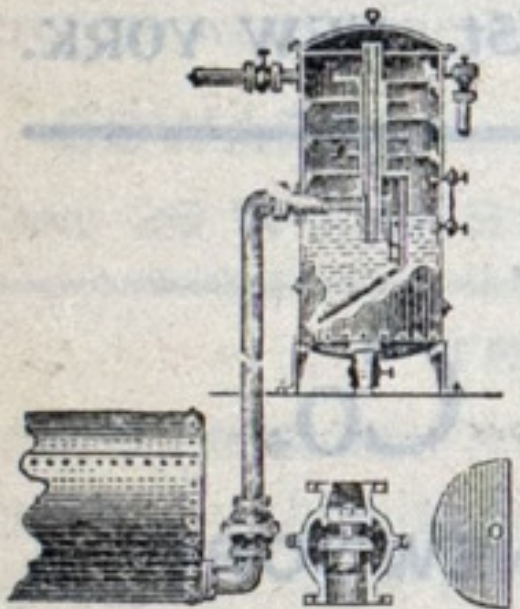
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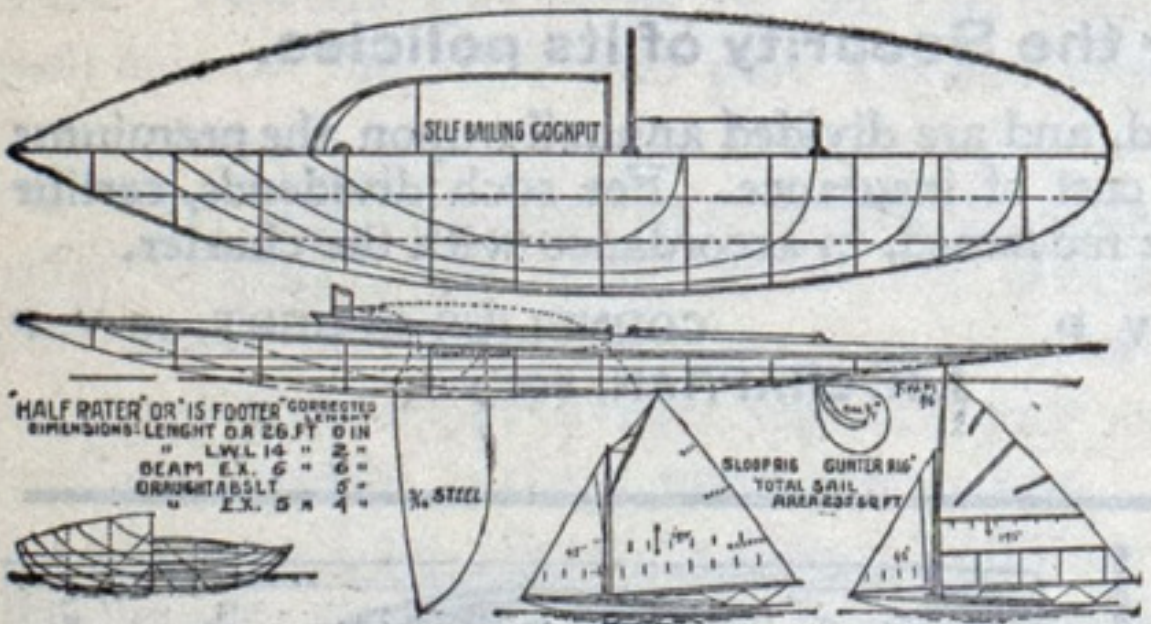
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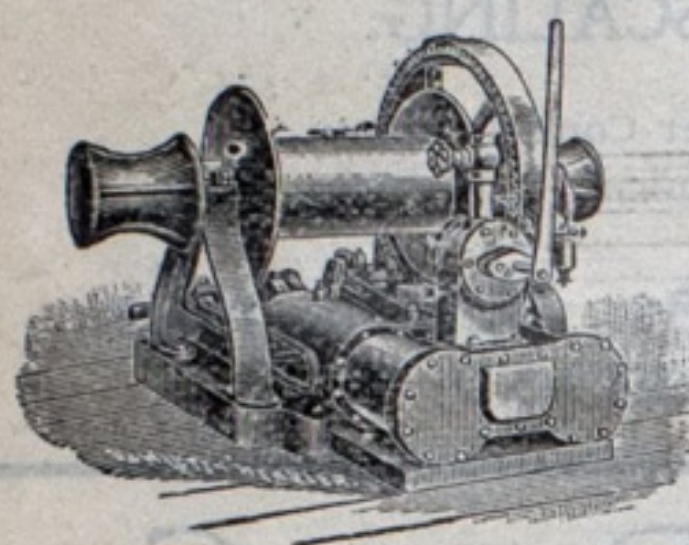
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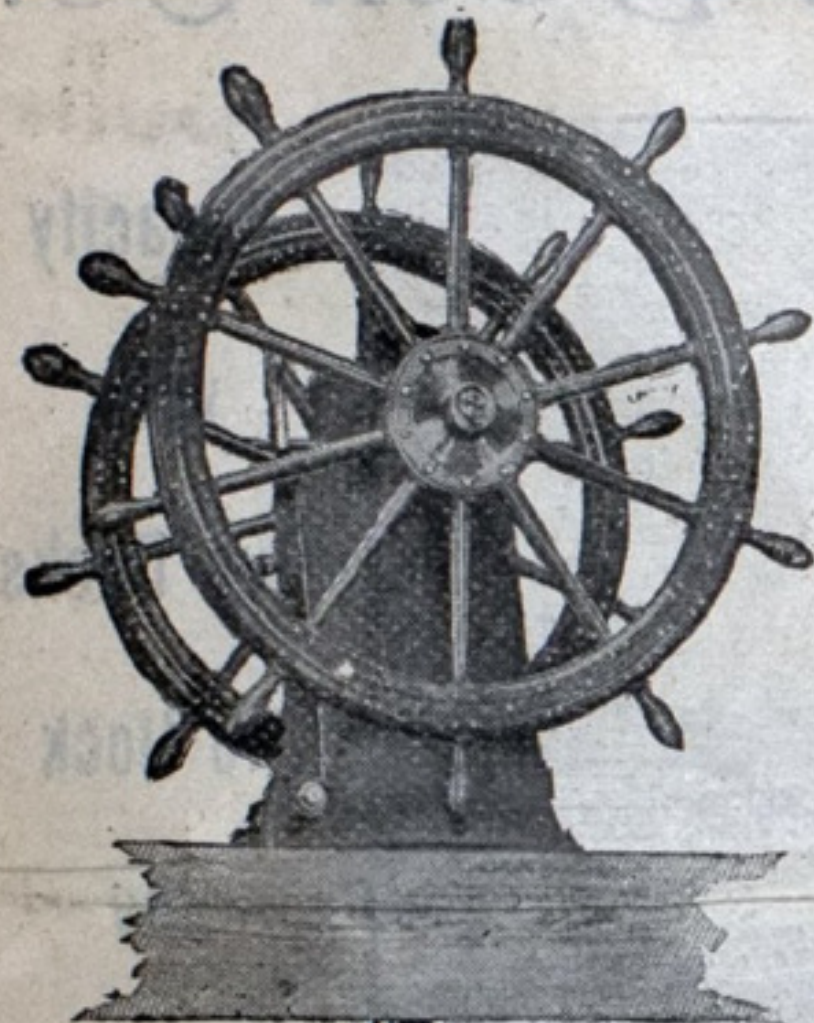
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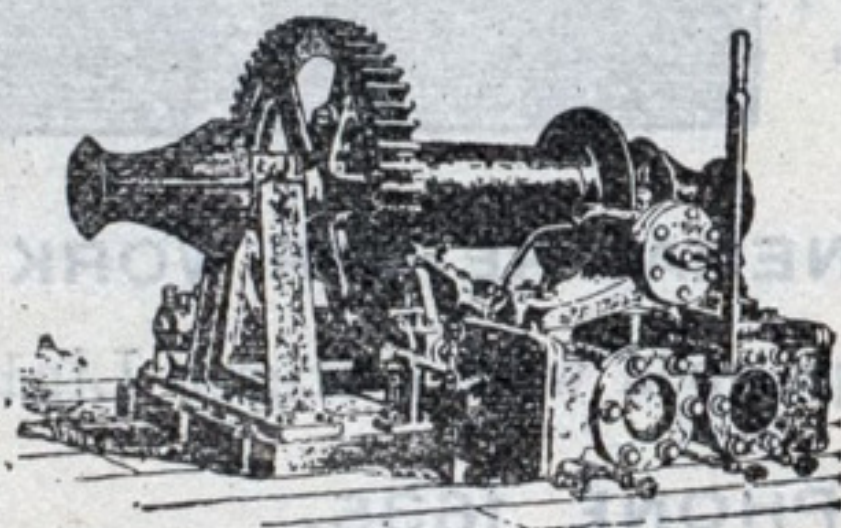
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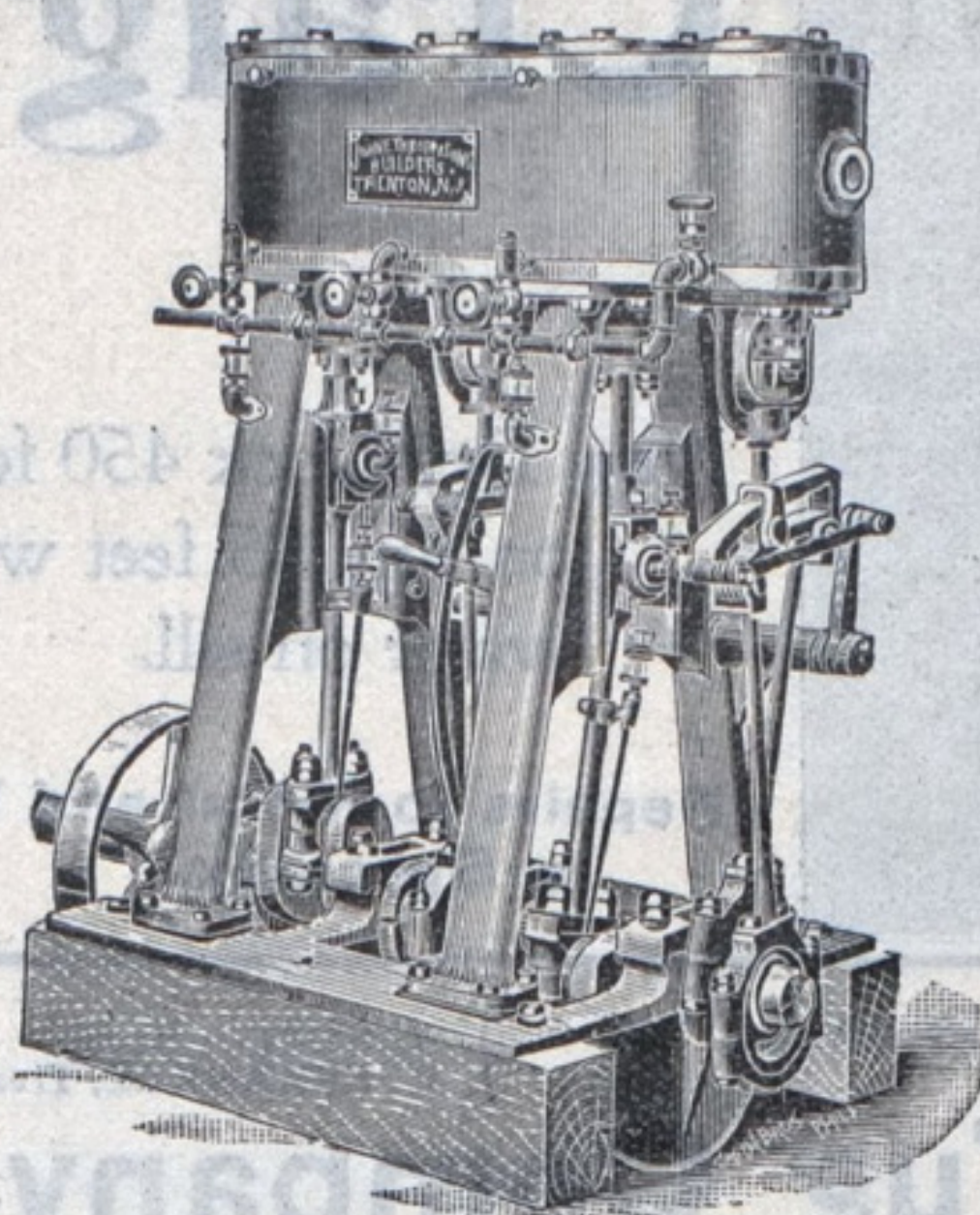
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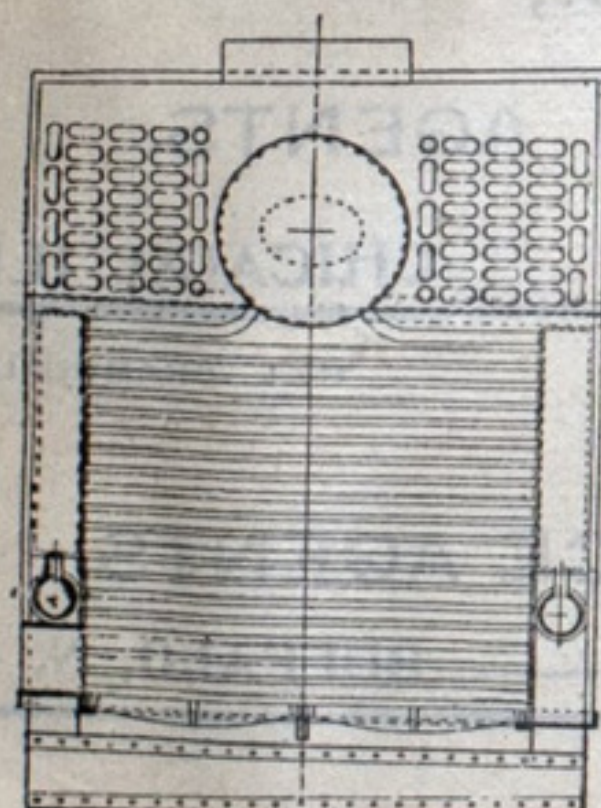
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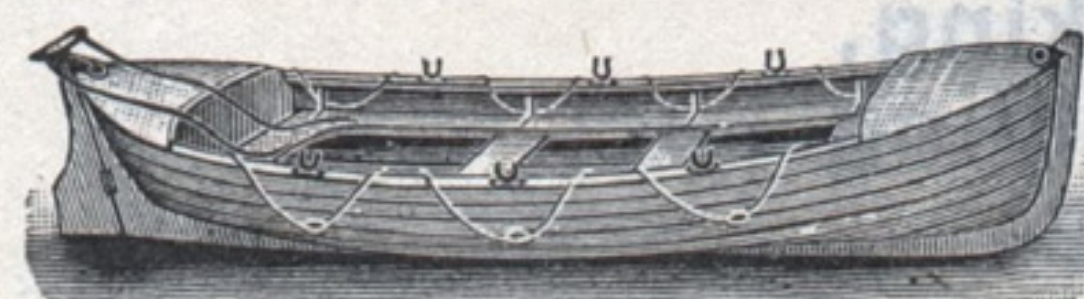
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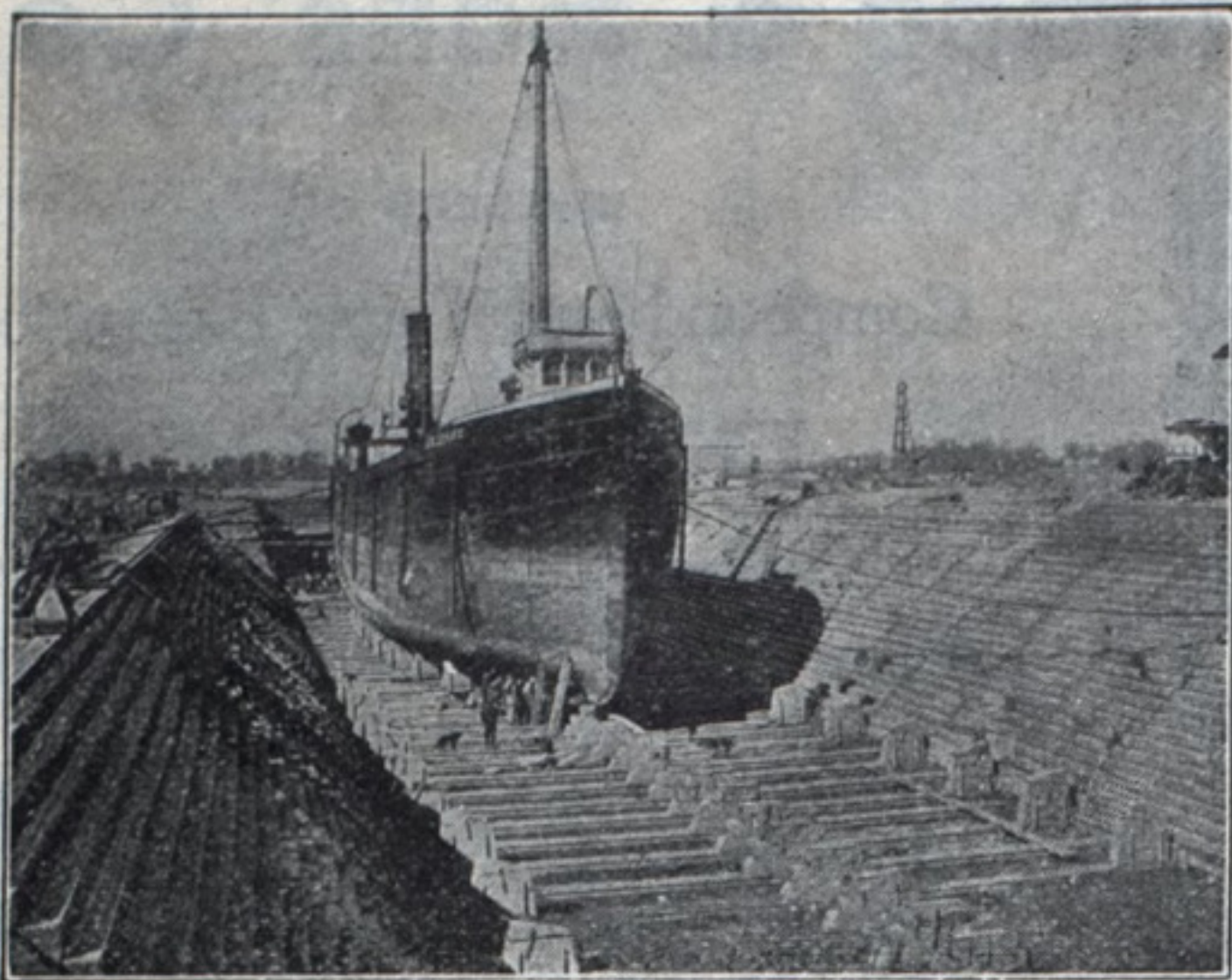
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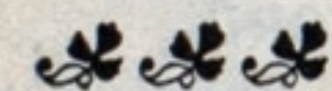
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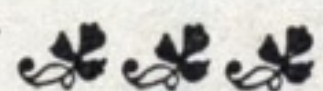
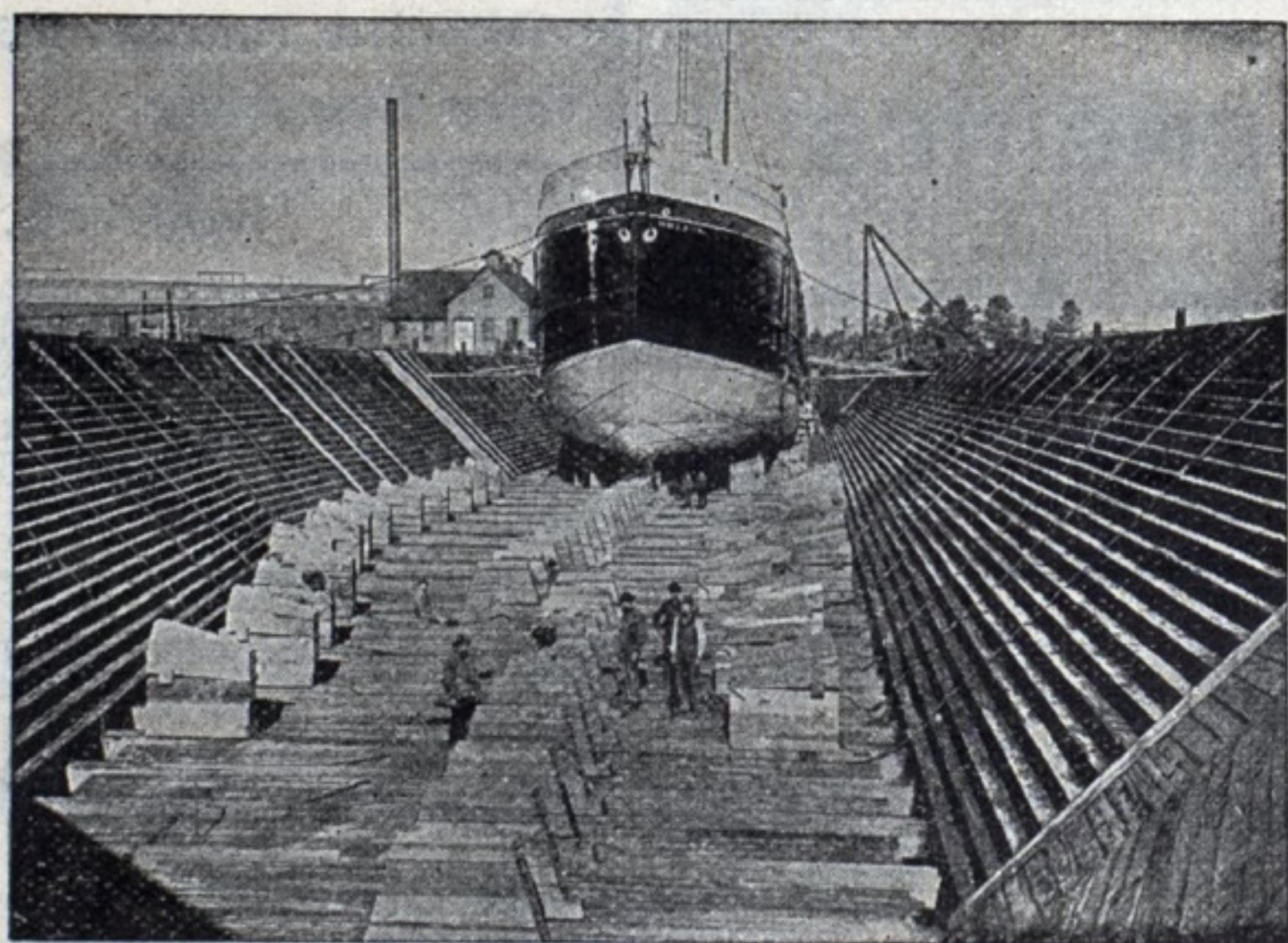
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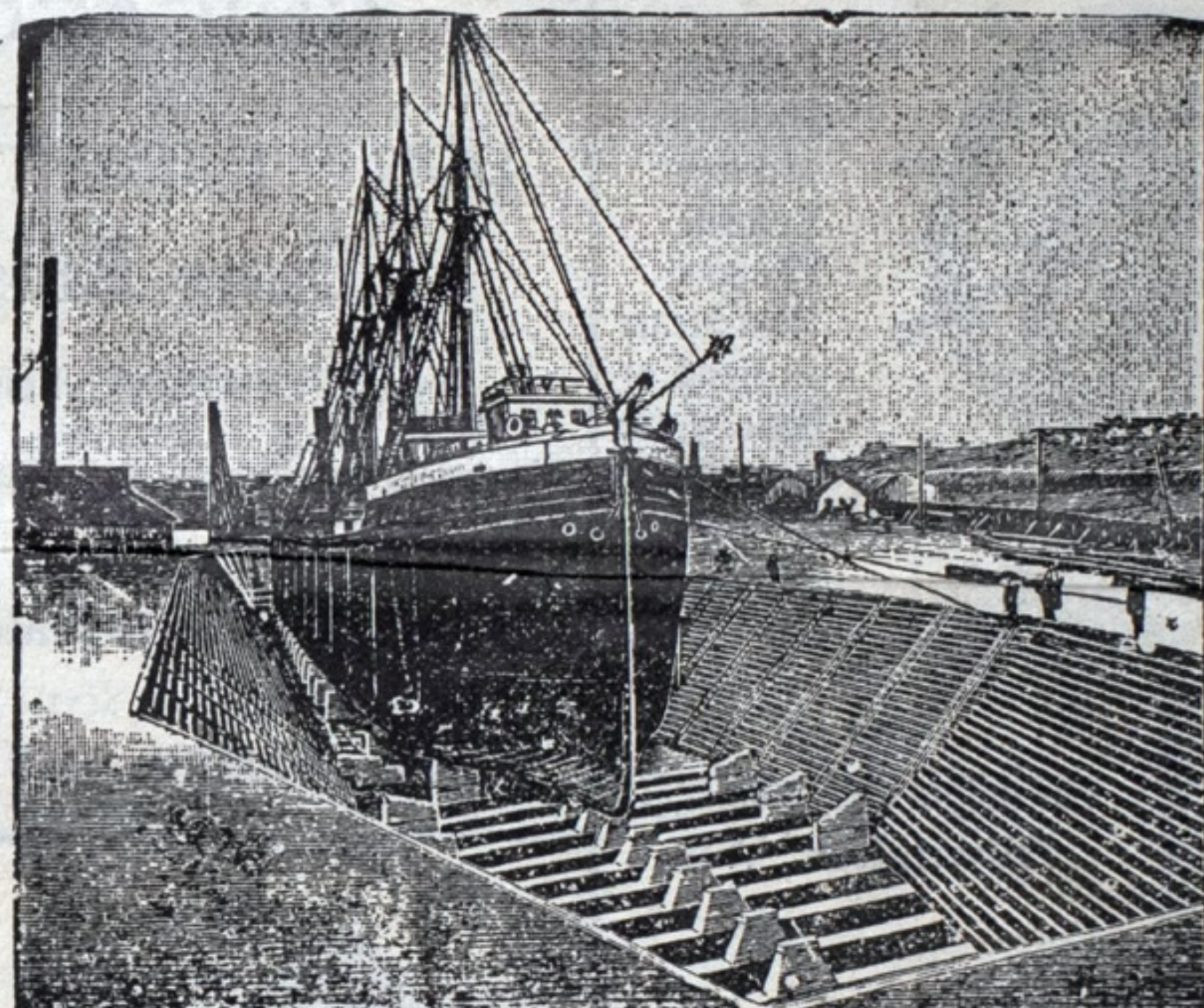
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